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**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

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American Railroad Journal.

New York, Saturday, November 25, 1876.

Earnings of Western Railroads.

The values of shares and bonds of some of the more important of the Western railroads have declined of late, owing to the fact that their earnings are smaller than last year; and apprehension exists, based on a variety of circumstances, that no improvement in this regard can be expected for many months to come—perhaps not in the current crop year. The deficiency seems to have occurred from a falling off in the quantity of flour and grain marketed. The quantity received at the eight principal markets of the West, for the week ending November 11th, aggregated 145,000 bbls. flour, and 3,142,000 bushels of grain, against 151,000 bbls. flour and 4,659,000 bushels of grain for the corresponding week last year—a deficiency of 6,000 bbls. flour and 1,517,000 bushels of grain. The falling off is in wheat and oats, of which it is said the Western crops were deficient the past season, the former in quantity and the latter in weight. The movement from the beginning of the crop year on the first of Au-

gust, does not show, however, any deficiency. There is an increase in the quantity of flour marketed, the aggregate being 1,768,000 bbls. from August 1st to November 11th, 1876, against 1,624,000 bbls. for the corresponding period of last year; and the quantity of grain marketed this year, in the period above stated was sixty-eight million bushels, against sixty-four millions for the corresponding period last year. But this increase was all made, and more, by the first of October, and the falling off since that date is really very serious. The old crop of Indian corn (the receipts of which during August and September, 1876, were more than twice as large as in August and September, 1875,) had begun to be exhausted, while the new crop is not even now in condition to move in any large quantities. There are explanations for the falling off in wheat and oats that are not dependent upon the assumption that the crops of these cereals were materially deficient. Prices, from various causes, but chiefly the poor quality of the crops of 1875, had been forced down very low—ruinously so—leaving the farmer without inducement to send his surplus to market. Any change, he justly argued, must be for the better. Again, over a limited area, the wheat crop was undoubtedly deficient, and this fact, on becoming known, together with the partial failure of the crop in England, and the lowering aspect of European politics, excited strong expectations in the minds of farmers that prices would advance. They consequently have sold their wheat as sparingly as possible, encouraged in this course by the fact that prices have considerably improved. There was also a belief that oats would be higher, which has proved to be well founded. The Presidential canvass had the effect no doubt of checking the deliveries of grain from the farmers' hands. One of the principal wheat growing States (Wisconsin) was very hotly contested, and in some others the canvass was sufficiently animated to attract much attention. The increased receipts, the current week, so far as reported at this writing, leave little doubt that the subsidence of political excitement, as well as the higher prices current, will at once be followed by an increased movement of grain. The new crop of corn just begins to move. The autumn has been favorable

for getting it into condition for shipment. The prospect for a liberal freight movement toward the water is therefore a good one. As for return freights, the clearing up of the political situation can scarcely fail to lead to a revival of trade. The marketing of the crops will supply the people with funds. Their wants must be large; and they will have the means of supplying them. There is therefore every reason to believe that the earnings of Western railroads will increase.

Chesapeake and Ohio Railroad.

The Committee of Reorganization, of which Mr. A. S. Hatch is Chairman and Mr. James J. Tracy Secretary, referring to their circular of September 15th (copies of which will be forwarded, upon application, to any address,) desire to call the attention of Bondholders, to the importance of promptly depositing their Bonds with the Central Trust Company, in accordance with the directions heretofore given, in the Circular above referred to.

It is proposed to apply for a decree of sale during the present terms of the Courts of Virginia and West Virginia, now in session, and it is important that the Bonds should be actually on deposit, subject to the Plan of Reorganization, at the time of making the application.

Bondholders who have not already deposited their Bonds will promote their interests and aid the Committee in their efforts to avoid unnecessary delay and secure an early reorganization under favorable conditions, by doing so within the next few days.

About \$17,000,000 of the Bonds have been deposited up to this date, out of a total of \$27,112,000, being a majority of both classes, and representing between 800 and 900 separate Bondholders.

The office of the Committee is at No. 5 Nassau Street, New York.

At last accounts there remained but 2½ miles of track to be laid to complete the Columbus and Toledo Railroad from Columbus to Walbridge, five miles south of Toledo. Permanent arrangements have been made with the Pennsylvania Company for the joint use of its line from Walbridge to Toledo, and depot in Toledo.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem, Branches and Leased roads for the year ending June 30, 1876:

	Memphis Division.	Clarksville Division.	Main Stem.
Passenger...	\$244,570 15	\$162,318 16	\$568,847 26
Freight...	323,122 54	814,365 62	1,840,328 68
Express...	22,761 53	22,163 06	52,083 23
Mail.....	19,531 21	21,091 82	42,353 83
Miscel.....	2,486 69	2,012 65	141,788 32
Total Main Stem.....	\$214,900 82	\$617,472 12	\$1,961,490 29
Memphis Division.....	617,472 12		
Clarksville Division.....		521,952 21	
Knoxville Branch.....		309,954 86	
Bardstown Branch.....		20,804 65	
Richmond Branch.....		33,745 09	
Nashville and Decatur Railroad (leased).....		631,780 68	
Glasgow Railroad (leased).....		16,456 83	
South and North Alabama Railroad.....		675,323 03	

Total Main Stem, Branches, etc.:

From passengers.....	\$1,402,711 17
" freight.....	3,144,893 29
" express.....	130,144 08
" mail.....	119,088 55
" miscellaneous.....	164,661 20
Total.....	\$4,961,490 29

Expenses, viz:

Main Stem—passenger.....	\$400,161 52
" freight.....	724,899 92
Memphis Div.—pass.....	202,727 84
" freight.....	137,572 66
Clarksville Div.—pass.....	163,285 95
" freight.....	189,814 25
Knoxville Br.—pass.....	72,726 51
" freight.....	123,584 58
Bardstown Br.—pass.....	8,145 26
" freight.....	8,434 20
Richmond Br.—pass.....	25,377 59
" freight.....	23,381 31
N. & D. R. R.—pass.....	151,165 99
" freight.....	230,908 83
Glasgow R. R.—pass.....	6,040 59
" freight.....	6,210 35
S. & N. Ala.—passenger.....	137,894 06
" freight.....	281,198 83
Total passenger.....	\$1,167,525 31
" freight.....	1,826,004 93
Total.....	2,993,530 24

Net earnings:

Main Stem.....	\$1,009,839 38
Memphis Division.....	177,171 62
Clarksville Division.....	168,852 01
Knoxville Branch.....	112,743 77
Bardstown Branch.....	4,225 19
Richmond Branch.....	15,013 81
Nash. & Decatur R. R.....	249,705 86
Glasgow Railroad.....	4,205 89
South and North Alabama Railroad.....	256,230 14
Total.....	\$1,967,960 05

The total gross earnings of the Main Stem and Branches and Memphis Line were \$3,637,929 75, the expenses \$2,180,111 59, and the net earnings \$1,457,818 16; interest on bonded debt of same \$1,117,297 76—showing surplus earnings of \$340,520 40, against \$153,100 70 in the year 1874-75, an increase of \$187,419 70.

A statement is given showing the gross earnings, operating expenses and net earnings of all the roads for the fiscal years ending June 30, 1873, 1874, 1875 and 1876, from which it appears that for the year 1872-73, out of \$6,106,651 84 gross earnings the net earnings were \$1,484,047 87; for the year 1873-74, gross earnings \$5,510,695 45, and net earnings \$1,565,382 34; for 1874-75,

gross earnings \$4,868,873 80, and net earnings \$1,682,132 84; and for 1875-76, gross earnings \$4,961,490 29, and net earnings \$1,967,960 05. The expenses for 1872-73 were \$4,622,004 47, and for the last year \$2,993,530 24, a difference in favor of 1875-76 over 1872-73 of \$1,628,474 23; over 1873-74 of \$951,782 87; and over 1874-75 of \$188,210 72. The net earnings of 1875-76 exceed those of 1872-73 \$483,912 68; those of 1873-74 \$402,577 71; and those of 1874-75 \$285,827 21. The President in his report says:

From the foregoing statements it will be seen that notwithstanding the great financial depression of the country during the past three years, and which is yet upon us, nearly every road that we operate is receiving the benefit of increased traffic, which we are moving at a minimum cost.

Down to December last there was a falling off in our gross receipts, compared with the previous year, of \$57,332 10; but since that time business has revived to such an extent as to make up this deficiency and give an increase in gross earnings for 1875-6 over 1874-5 of \$97,616 49. This increase has steadily maintained itself since January, 1876, and we now have every reason to believe will continue through the present fiscal year.

The present management has adopted and applied a rigid system of economy in every department of the service. We have reduced salaries and consolidated departments wherever practicable. The force of employees of the road has been greatly reduced, and a reduction of wages has followed with those retained. The result has thus far been of great benefit to the company. Notwithstanding this economy, our track, road bed, rolling stock, and machinery were never in better order than at present.

During the past year we have labored under many disadvantages besides the potent one of the financial depression of the country. In July and August, 1875, occurred floods of a most destructive character. These floods interfered seriously with the movement of trains, and by keeping the rivers in a navigable condition reduced the volume of freight traffic, and upon us the additional disadvantage of carrying what remained at a low rate—a state of affairs that lasted throughout the entire year, and a fact unprecedented in the history of the road.

We take this opportunity to call your attention to our different roads, and to discuss their prospective needs in order to obtain from them in the future the greatest revenue for the outlay already made.

Our Main Stem, extending from Louisville to Nashville, is in excellent condition, and for superior equipment, road bed, machinery, etc., it has hardly its equal in the country, and this can be said generally of all the roads under our control.

As the country increases in population along its line a system of short feeders will be of great value to its local traffic, and this will protect us in a great measure, from the competition of parallel roads.

Our Bardstown Branch yields a good revenue in itself, besides throwing considerable business upon our Main Stem.

The Knoxville Branch brings us considerable revenue. The value of this road would be greatly enhanced by its extension to London, a distance of eighteen miles from Livingston, the present terminus, and which is already graded. London is the center of a large extent of country. From it good wagon roads radiate in all directions, except in that of Livingston. The road to this latter point is very difficult of passage for wagons, and is the serious drawback to our getting the traffic from London. The city of Louisville and the counties of Knox and Laurel would no doubt aid us liberally in this enterprise at the proper time.

Our Richmond Branch is of little value to us at present. The leading citizens of Richmond now propose to build a railroad from that place to the Three Forks of the Kentucky River, tapping a

country peculiar for its richness in coal, iron, and timber.

That the people of that portion of Kentucky should allow a region equal in extent to the mining districts of Pennsylvania to go undeveloped is unaccountable. The Louisville and Nashville Railroad Company can well afford to extend to this enterprise liberal aid; inasmuch as it would necessarily open a new territory of ten or twelve counties, and largely increase the business of the Richmond Branch; and for a greater reason the city of Louisville can afford to extend liberal assistance to the enterprise.

The Glasgow Road, for its size, is one of our most valuable feeders.

The Memphis Line is doing well, better than since the panic. With an improved condition in our connections west of Memphis this part of our line will be of great value to us in the future.

The Nashville and Decatur Road, which we lease, is valuable to us as the connecting link between the South and North Alabama Road and the Main Stem. It also passes through rich agricultural country, and, although the terms of the lease are very onerous, still we trust that this road will, in the immediate future, yield us, in itself, considerable revenue. There has during the last year, been a handsome increase in the business of the road and a marked improvement in its condition.

The South and North Alabama Road, in which we own the controlling stock and which we operate, shows more marked improvement than any other of our roads. It will be seen that the gross earnings have increased \$120,401 92 and the net earnings \$90,495 42 over last year. This road traverses, as yet, a comparatively undeveloped country, but which is singularly rich in its mineral resources. It passes through the far famed Red Mountain, with its fabulous stores of iron ore.

Our connections south of Montgomery are not altogether satisfactory. When a former administration deemed it to our interest to aid in the construction of the South and North Alabama Road, to overcome certain difficulties in the way of securing business, it did not go far enough; some of the difficulties still remain.

It is of vital importance to our system that we reach the Gulf over roads under our control.

We now reach Montgomery, a thriving city in itself, but remote from the initial points of the traffic we seek. This places us at the mercy of the roads bringing this traffic, and although our relations are now of the most harmonious character, true policy would seem to indicate that we make ourselves independent.

With a line under one management to the Gulf a large and extensive trade could be developed. To this end three different routes to the coast present themselves for our consideration, and it remains for this company in the future to decide which is the most eligible, and which may be obtained upon the most favorable terms.

Most of the South and Central American and Indian imports come to us via the Atlantic coast, few of them via the Gulf, notwithstanding it is nearer; and the imports from these countries are wonderful now, and will be larger in the future. Large quantities of sugar, coffee, spices, fruit, hides, valuable woods, etc., come from those countries to us, for which we send in exchange immense quantities of flour, corn, coal, pork, beef, bacon, lard, tobacco, etc., and these exports and imports are constantly increasing.

Europe is now supplying the West Indies and South America with manufactured goods. American houses are as yet unrepresented in this line of business, but their attention has lately been turned to it, there being no reason why the United States, and particularly the Mississippi Valley should not be large exporters to those countries of such articles as cotton cloths, jeans, dry goods, hats, boots and shoes, machinery of all kinds, etc. The manufacture of most of these articles, for politico-economic reasons, is seeking a place more contiguous to the seat of the production of the

raw article, which is in the West and the South. The passenger traffic that could be controlled would be very large. From Vera Cruz alone it is estimated that over 12,000 passengers go to Europe, and without sufficient information regarding our railways they take the long sea voyage, when by passing through the United States time and money would be saved and greater comfort secured.

Again, we have 500,000 acres of valuable lands in Alabama, a large proportion of which contains minerals, and whose value would be greatly enhanced were we to own an independent line to the coast. We could build up a great coal trade, both with these countries and the Gulf coast, thereby vastly increasing the business of our South and North Road.

Havana consumes great quantities of coal, as does Mexico and South America. At present Pensacola and Key West, both naval stations, draw their supply of coal from Baltimore, when we could furnish it from along our South and North Alabama Road upon better terms.

In short, trade with these countries and the Gulf coast would be one of vast possibilities, and as the Mississippi Valley will, from its geographical position, control the greater portion of this commerce, we find an additional and a great incentive to lead us not to be too tardy in reaching the Gulf with our system. True wisdom in dealing with what we have should impel us to make such additions to our lines as would place us on an independent footing with regard to the traffic we now handle and which we will handle in the future.

A great hardship to which all railroads have to submit at the present time is the excessively low rates for business. This difficulty is greatest when the business is the lightest, as it induces stronger competition. Many roads are in the hands of receivers, who pay no dividends or bonded interest, and can afford to work very cheaply, and this in its turn involves a peculiar hardship upon solvent roads.

This subject of low rates has lately received the attention of leading railway minds, and with the efforts now being made to consolidate the freight traffic of the different sections of the country and place it upon a basis that will yield a fair return to all the roads, we can soon expect a partial dissipation at least of this trouble.

Our relations with other roads continue, with perhaps one exception, of the most harmonious character. With a road situated as our own and dependent for a portion of its traffic upon its connections this is a matter of congratulation.

We regret to state, in this connection, that we have been unable to make satisfactory arrangements for our Texas traffic beyond Little Rock, thus compelling us to seek an outlet into Middle and Northern Texas by the circuitous route via New Orleans and Galveston.

The company controlling the road beyond Little Rock refuses to sell coupon tickets by way of our line at all (even to Louisville proper) and will not recognize tickets sold by us, or by companies south and south west of that point desiring to furnish their customers tickets by the shortest and quickest route. An arbitrary or local is exacted in both passenger and freight rates on all business going to or coming from their road and passing over our line.

We have submitted to this unjust discrimination on the part of that company for several years to the detriment of ourselves and our shippers, and we feel that it has caused us all the injury in its power to inflict. It is true, we can retaliate to the great damage of our rival; but our policy is a conservative one, and we have hoped that the usual good judgment of the managers of that company would soon lead them to abandon their course and allow us the privileges to which we are clearly entitled.

Our line, by the way of Memphis and Little Rock, is one hundred and fifty miles the shortest route from Cincinnati and Louisville to Middle and Upper Texas, and this is a natural advantage that

cannot be safely ignored. The interests involved are large, as it not only concerns the whole line of our road but the shippers of every town and city contiguous to it, who are now losing their grasp upon a business that has been very profitable to them in the past; and which would, if allowed to flow in its natural channels, be of incalculable value to them in the future. If there be an ultimate failure to reach an equitable adjustment of these difficulties it will result in the speedy construction of a road from some point in Arkansas to Texarkana, which will place us in direct communication with the Texas system of railroads.

The construction of a road via Pine Bluff and South-western Arkansas is a project already under discussion by capitalists, who have the ardent co-operation of the Memphis and Charleston and Memphis and Little Rock Railroads, as well as that of our own, and also leading commercial men of Louisville and Memphis. It would open up along its line a very rich and productive country, which, in itself, would bring a large traffic to our roads and a profitable business to the people contiguous to them; and, as it could be so cheaply built, there is little doubt that it would be self-supporting from the first.

It is not necessary to mention the amount of business that a connection with Texarkana would eventually give to us. Texarkana is on the line of the Texas and Pacific Road, and few doubt the speedy completion of that road to California. As we would have the shortest route from Texas to Louisville, Cincinnati, and other eastern points, it is fair to presume that the bulk of the agricultural products of the Empire State of the South-west, the wealth of the mines of Arizona, New Mexico, and Northern Mexico, with the traffic of the Pacific coast, would all seek this road and our own in its passage to the Atlantic.

In conclusion, we have to say that the financial condition of our company within the past year has very much improved. We have come safely through one of the greatest financial depressions ever known in the country; and that in itself is a subject of felicitation for the stockholders. Our business is now constantly increasing, while our expenses are less per mile than ever before. Every part of the road is in excellent condition; we have fewer accidents than ever, and what we do have are of a trifling nature; our organization is pronounced by experts as good as any in the country; the officers of the road are men of great skill; and we feel warranted in saying that, with a continuance of the present volume of business, we shall be able during the next year to resume the payment of dividends.

PROFIT AND LOSS ACCOUNT.

Amount of account June 30, 1876	\$2,446,239 43
Credits during the year	844 67
Gross earnings	8,687,929 75
Gross earnings N. & D. R.	681,780 68
	\$6,716,294 43
Running expenses L. & N. R. and Branches	\$2,180,111 59
Interest account	1,117,297 70
Discount on Consolidated Mort. bonds	6,818 25
Discount on Ten-year Mortgage bonds	8,508 80
Discount on M. O. Lot and Building bonds	4,653 75
Running expenses N. & D. R.	382,074 82
Interest account N. & D. R.	152,882 21
Hire of cars and engines, N. & D. R.	33,045 35
Dividend account N. & D. R. (14 mos. 7 per cent)	111,050 73
Sundry charges	66,122 69
	4,062,913 95

Balance to credit, June 30, 1876. \$2,653,380 48

The bonded debt of the Nashville and Decatur Railroad Co. has been reduced \$12,000 by the payment of 42 of its first mortgage bonds into the sinking fund; and the bonded debt of the South and North Alabama Railroad by the purchase of \$62,000 of its sterling bonds for the sinking fund.

COAT. RESOURCES AND LIABILITIES.

Total cost of road to June 30, 1876. \$23,908,819 69

RESOURCES.

Due from transportation department	\$221,319 85
Ten-year Mortgage Gold bonds	1,350,000 00
Sundry railroad bonds	458,543 88
Sundry railroad stock	1,219,461 46
Louisville Bridge Company stock	182,900 00
Pullman Southern Car Company stock	84,000 00
Sundry railroads and persons	290,711 21
Real estate, timber, & quarry-lands	927,518 27
South and North Alabama Railroad Co.	1,139,740 85
Nashville and Decatur Railroad Co.	298,752 03
Shop and fuel stock	876,521 41
Cash	213,036 26
	6,762,504 51

\$30,671,324 20

LIABILITIES.

Capital stock	\$9,003,218 82
Bills payable	\$1,693,750 11
Due sundry persons	247,538 40
Bills and pay-rolls unpaid	299,671 33
Interest due July 1st and August 1st	179,279 88
Back dividends	38,775 18
	2,459,014 90

Consolidated Mortgage bonds	\$7,109,000 00
Ten-year Mortgage Gold bonds	2,000,000 00
Mortgage main office lot and building	80,000 00
First Mortgage bonds Memphis and Ohio Railroad	3,500,000 00
Income bonds Memphis and Ohio Railroad	2,000 00
First Mortgage bonds Memphis, Clarksville and Louisville Railroad	2,369,710 00
First Mortgage bonds Lebanon Branch Extension	88,000 00
City of Louisville bonds to Lebanon Branch	225,000 00
City of Louisville bonds to Lebanon Branch Extension	333,000 00
City of Louisville bonds to Main Stem (no mortgage)	849,000 00
	16,555,710 00
Profit and loss account	2,653,380 48
	\$30,671,324 20

President.—E. D. STANDFORD.

Vice President.—H. VICTOR NEWCOMB.

Directors.—E. D. Standford, H. Victor Newcomb, B. F. Guthrie, W. B. Caldwell, W. H. Smith, H. C. Murrell, W. M. Farrington, Geo. A. Washington, P. J. Potter, Geo. H. Hutchings, Jas. W. Hays.

Secretary.—WILLIAM RANNEY.

Assistant Secretary.—A. M. QUARRER.

Duxbury and Cohasset Railroad.

At a meeting in Boston on the 18th inst. of the committee appointed at a previous meeting in Middleborough, committees were appointed to confer with the Boston, Clinton, Fitchburg and New Bedford and the Old Colony Railroad Companies in reference to the proposed extension of railroad facilities in Plymouth and Bristol counties. The following vote was also passed:

Resolved, That the towns of Scituate, Marshfield, Duxbury and Plymouth, stockholders in the Duxbury and Cohasset Railroad Company, be requested in the name of this committee to co-operate with us in securing the additional communication desired, either by the extension of the Duxbury and Cohasset Railroad from Kingston on the south or from Cohasset on the north, or otherwise as the further consideration of this committee shall decide to be advisable.

S. F. Jenkins and H. B. Maglathlin, were appointed the committee to confer with the Boston, Clinton, Fitchburg and New Bedford Railroad Company and Stephen M. Allen and George T. Stearns with the Old Colony Railroad Company.

Nashville, Chattanooga and St. Louis Railway.**RESIDENT ENGINEER'S REPORT.****RESIDENT ENGINEER'S OFFICE,**

NASHVILLE, CHATTANOOGA & ST. L. RAILWAY,
NASHVILLE, TENNESSEE, July 1, 1876.

COL. E. W. COLE, President:

Sir—During the fiscal year just closed, 12½ miles of track, on the Raccoon Mountain, have been laid with steel rails, and 18 miles, at other points, with iron rails; and 68,086 cross ties have been put in the track.

The chief repairs made on bridges, trestles, buildings, etc., were three spans of beam trusses (60 feet each) over Wartrace Creek, one over Summer street, and one truss girder (36 feet span) over South Spruce street, in Nashville; and three turn-tables; all of which were constructed of long-leaf yellow pine; 924 feet of trestle-work rebuilt; 3,479 lineal feet of stringers, and 5,800 cross ties renewed on bridges and trestles. Depot and platform at steamboat landing; coal chute and watchman's house at Bridgeport; five cedar tanks and frames, and one engine house for water stations; three section and tool-houses on the line, and engine shed constructed at Nashville, 33 by 255 feet.

A large area of wood platform attached to the passenger shed at Chattanooga, has been abandoned, and cinders from coal burning engines substituted, which answers the purpose admirably. The passenger and other platforms along the road may be constructed of them, and this item of expense diminished in the future.

I have reduced the dimensions of timbers used for rebuilding trestle-work below the stringers, and am dispensing with every foot of lumber and timber possible, where it is exposed to the weather, and use coal tar on the unprotected timbers of bridges, turn-tables, and trestle-work, and am confident it will add several years to the life or durability of them.

Strict economy has been observed, and the smallest number of men employed requisite to perform the labor required, in every branch of the department, to maintain the roadway; and close scrutiny kept over the purchase of materials and supplies, and the use and application of them.

A steam excavator has been purchased, at a cost of \$4,627 27, including repairs; and filling trestle-work commenced at Sullivan's branch, twenty-five miles from Nashville.

The past year has been one of much labor, though a pleasant one, and I feel thankful for the co-operation of the officers of the road, and valuable assistance rendered me by Mr. E. Culverhouse, Supervisor, and those in charge of the sub-departments; and it is pleasant for me to be able to state that your property has not depreciated,

but improved, and is to-day in a better condition than at any time previous.

EXHIBIT OF EXPENDITURES.

Superintendence	\$4,808 35
Repairs of bridges and trestles	18,654 02
Repair of buildings	5,738 32
Cross-ties	25,840 50
Labor on roadway	108,149 64
Iron rails	60,936 41
Steel rails	33,385 60
Chairs and spikes	8,494 88
Switches	2,975 03
Turn-tables	842 90
Repair of road cars	85 25
Watching bridges	3,599 14
Repair of division houses	537 94
Repair of water stations	2,334 19
Tools	1,794 48
Repair of tools	1,382 97
Conductors, engineers and firemen—	
gravel trains	4,199 70
oil, tallow and waste	451 43
Repair of construction cars	292 77
Stock gaps and drains	605 06
Repair of masonry	425 04
Coal chutes	493 53
Broad street tunnel	115 68
Fencing	173 24
Damage by freshet	5,190 08
Cistern	627 82
Repair of steam excavator	627 27
Filling trestles	1,451 27
Total	\$294,212 51

* The amount expended on repairs of buildings is \$4,627 12—\$1,111 20, included in this, was paid to the State of Georgia for platform constructed at the passenger shed at Chattanooga previous to my connection with the road.

On March 18th the depot at Wartrace was burned; and Bridge No. 12, on the St. Louis Division, (two spans "Howe" trusses, 100 feet each,) was burned on the 12th of May, and a contract closed with the Louisville Bridge and Iron Company, May 22nd, for two spans of Combination Bridge, on "Fink's triangular" plan, to supply its place, which will be completed by the 12th inst., at a cost of \$4,763 70.

A depot of brick, with sheet iron roof, at Wartrace, has also been contracted for, the cost of which will not exceed \$1,500.

During the present year, 21 spans of beam truss bridges (960 lineal feet) will be rebuilt, of long-leaf yellow pine, cost not exceeding \$7,500. The other repairs required to maintain the way will be fully equal, if they do not exceed, those of the past year.

The location for the extension of the Jasper branch, 7½ miles up the Sequatchie valley to the coal mines of the Southern States Coal, Iron and Land Company, has been completed, and the estimated cost, including side tracks, depot, and water station, to place the track above high water of 1867, is \$90,701 60.

Facilities for transportation, furnished by the extension of this branch, will offer inducements for the development of new coal fields and iron ores, and the products of the upper valley, a large portion of which is hauled in wagons over the mountains to Chattanooga, will be diverted, and seek an outlet over this road.

Sequatchie Valley is sixty miles long and five miles wide, with an area of three hundred square miles. A large portion of this area is fertile and productive land. The Sequatchie River runs the entire length of the valley.

Cumberland table land, west of the valley, contains a coal field of vast extent (I have visited three mines, not exceeding twelve miles from the projected line for the extension of this branch, with outcrops of seven to ten feet thick, dormant,) easy of access by the gorges, which extend far into the mountains, along which roads may be constructed with comparatively light grades and at small cost—the whole field being easily reached by rail transportation.

On the east, a few hundred feet above the valley, there is a deposit of hematite iron ore from four to eight feet thick, skirting the valley, and extending many miles, if not the whole length of it.

To the development of these heretofore unproductive resources we must, in a great measure depend, for an increase of a producing population, furnishing traffic and travel for our roads, and an increase of local business.

The coal and iron remaining dormant, up to this centennial year, in the mountains contiguous to this valley, when developed, will build up a South Pittsburg, and a traffic on this branch that will yield a revenue, and make it a fruitful feeder of your main line.

Respectfully submitted.

R. C. MORRIS,

Resident Engineer.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of the Baltimore and Ohio Railroad Company was held in Baltimore on the 20th inst. Archibald Stirling, Sr., was called to the chair, Wm. H. Ijams secretary. President John W. Garrett submitted the fiftieth annual report. The following were unanimously elected directors to serve for the ensuing year by a vote of 44,116 shares: Galloway Cheston, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, Francis T. King, James Harvey, Wm. W. Taylor, Samuel Kirby, John King, Jr., G. A. Von Lingen, Decatur H. Miller.

FIFTIETH ANNUAL REPORT.

The annual report for the fiscal year ending September 30, 1876, shows the total gross earnings of the main stem and all branches operated by the company to be \$15,031,235 73. The aggregate earnings, working expenses and net earnings of each line are given as follows:

	Earnings.	Expenses.
*Main Stem	\$9,632,361 06	\$5,411,635 53
Washington Branch	867,148 81	105,334 05
Parkersburg Branch	677,962 39	642,456 51
Chicago Division	1,231,785 88	1,065,082 86
Central Ohio Division	889,191 50	837,354 99
Lake Erie Division	806,923 51	577,552 74
Wheeling, Pittsburg & Baltimore R. R.	50,880 18	45,646 40
Newark, Somerset & Straitsville R. R.	163,574 78	146,934 78
Pittsburg Division for nine months from Jan. 1, 1876.	1,211,407 53	777,858 33

\$15,031,235 73 \$9,609,856 19

Total net earnings, \$5,421,379 54.

This shows an increase with the Pittsburg division, (not heretofore included,) compared with 1875, of \$586,997 17.

The expenses of working and keeping the above roads and machinery in repair amounted to \$5,411,635 53, being 56.18 per cent upon the earnings, showing a decrease of 2.56 per cent, compared with the previous year, and of 0.90 per cent compared with 1874.

The earnings of the main stem and branches, in comparison with the fiscal year of 1875, have decreased \$881,817 91, and the working expenses have decreased \$765,165 59, making a comparative decrease in the net profits of \$116,652 32.

The aggregate working expenses of the main stem, with all branches and divisions, are 63.93

*The Main Stem includes the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan Branch roads, and the Washington City and Point Lookout Railroad.

per cent of the whole gross revenues, being 4.66 per cent less than those of the preceding year.

The sinking fund, for the payment of the loan of the city of Baltimore, which was originally \$5,000,000, increased during the year \$101,904 68, making the payment in advance on account and in reduction of that loan, which will mature in 1890, \$1,848,878 10. The amounts are given also of the accretions of the other sinking funds of the different loans, in accordance with the policy by which the entire indebtedness will be paid at the period of maturity.

The profit and loss account shows an increase for the past year of \$1,952,573 90. The surplus fund, which represents invested capital derived from net earnings, and which is not represented by either stock or bonds, now amounts to \$36,022,365 88. The entire mortgage indebtedness is \$28,168,929 90. The surplus fund representing capital invested in branch and connecting roads and in improvements on main stem, &c., exceeds the entire mortgage indebtedness by \$7,853,435 98. There has been a further expansion of tonnage of through merchandise east and west. The total tonnage the past year was 1,093,393 tons against 872,101 tons in 1875. In 1871 it was 435,207 tons. During the past fiscal year 842,633 barrels of flour and 17,517,946 bushels of grain were brought to Baltimore. Of this aggregate of grain 15,948,107 bushels were corn. The receipts of corn for the preceding year were 5,591,633 bushels. The immense and satisfactory gain in the corn trade of Baltimore by the lines of the Baltimore and Ohio Company for the year, is thus shown to have been 10,356,474 bushels.

The traffic in live stock has been 98,652 tons, an increase of 4,943 tons over 1875, and 9,380 tons over 1874.

In 1876 the lumber brought to Baltimore was 65,238 tons, an increase of 10,549 tons over 1875.

The quantity of petroleum transported to Baltimore during the year was 46 per cent. greater than in 1875; 701 per cent. greater than in 1874; 986 per cent. greater than in 1873; and 1001 per cent. greater than in 1872. The advantages of the port of Baltimore for the shipment of petroleum have been so successfully demonstrated that capitalists from other cities have invested large sums to provide the necessary facilities for the economical transaction of a heavy business; and the Baltimore market may now be regarded as having been permanently established as one of the leading and best centres for this important trade.

The largely increased tonnage of through merchandise, East and West, shows an aggregate of 1,093,393 tons. Much of this traffic was transported at the needlessly low rates established by competing lines. A difference of ten cents per hundred pounds, which would have given reasonable and satisfactory rates to the public, would have made an increase of \$2,186,786 in the net results of the year's work. The passenger earnings exhibit an increase from \$1,518,522 25 in 1874 and \$1,613,239 24 in the preceding year, to \$1,674,475 68.

The coal trade of the main stem shows an aggregate of 1,596,894 tons, which includes 409,605 tons for the company's supply. Of this quantity that transported for the public, delivered in Baltimore, is 1,115,813 tons, and delivered at local points upon the line 71,476 tons.

Under the heading Washington Branch the report refers to the hope entertained that the Legislature at its last session would have adopted some equitable arrangement to relieve the company from the payment to the State of the one-fifth the passenger fares earned on the Washington branch as a practically parallel and competing line—the Baltimore and Potomac railroad—had been built under its authority with entire freedom from such imposition. While the legal question remains to be authoritatively settled in this matter the company hopes the Legislature may yet make a fair adjustment.

In regard to the company's claim against the State for \$289,529 65 on account of moneys advanced to pay the interest in London on the State's sterling loan which has not yet been paid, the company also expects that at no distant day the State will authorize its adjustment.

On the main stem 597 miles of track are now laid with steel rails; an extensive hotel has been built at Oakland, with improvements and additional buildings at Riverside, Locust Point, Mount Clare, Mount Airy, Keyser, Grifton, Littleton, and other points on the main stem. The extensive additions and improvements in the docks and piers at Locust Point were undertaken to meet the urgent demands of the rapidly increasing commerce of Baltimore, and especially to furnish the most effective accommodations for the fleets of steamships of immense capacity which are being attracted to Baltimore by the economies, facilities and advantages offered at this port.

During the year two first class consolidated freight engines and four twelve-wheeled passenger cars, six combination, one mail and baggage and fourteen drovers' cars have been built, costing \$91,180 76.

The population and number of towns on the Chicago division are increasing in a most remarkable manner, and the business of the road is rapidly expanding. With the restoration of remunerative rates of transportation this road will not only prove to be one of the most valuable feeders of the Baltimore and Ohio Company and of the trade of Baltimore, but will prove also to be a very satisfactory and remunerative investment. Extensive improvements and desirable additions have been made at many points upon the line. The report in conclusion, says:

The opening of this extension to Chicago excited much jealousy and antagonism on the part of a number of the competing lines. It was alleged that the traffic relations of the previously existing railroad system in the Northwest were very seriously disturbed by this new competing element. It is certainly true that the construction of this line gave a direct route between Baltimore and Chicago, under one proprietorship and one management, and that it broadly opened to consumers and producers a more economical and advantageous channel for trade, and a more economical and advantageous port on the seaboard than had before existed for the vast regions which it reached. These hostilities by competing companies assumed various forms; first, by illegal attempts to interfere with the construction of the road; subsequently by interference with agreements for its terminal station arrangements in Chicago, and since generally by such action in regard to rates for transportation as would if in their power, make the property unremunerative. But in these processes of antagonism to this short and cheap line, the longer lines to other seaboard cities have suffered fearful losses. Untenable, unreasonable, and unjust demands

have been made upon the Baltimore and Ohio Company to charge rates of transportation to the City of Baltimore which would ignore its immense geographical advantages as an *entrepot* for foreign commerce. These attacks have been based upon erroneous principles, are in violation of the laws of trade and can never prevail. The interests of the producer and consumer, the interests of the whole country, demand that the great commercial cities on the seaboard shall maintain their proper advantages of geographical relations, so that the transportation of the country shall be done at rates governed by their respective advantages. The great City of New York will always command from those immense regions which have natural relations to that port their exclusive business. But those western centres of commerce which are nearest to Baltimore, and the regions connected with those centres, are entitled to the economy and advantages of their nearness to Baltimore, and those centres of commerce and those regions will expect to use, and will use, the channel of commerce which is nearest and most advantageous. Artificial means by which efforts are made to ignore distances will always be resisted upon broad and strong grounds, which will be sustained by the common sense and plain advantages of the great populations whose interests are involved in this important question. The Chicago division of the Baltimore and Ohio Road has already demonstrated its power and usefulness, and while this company will continue to desire no unfair advantages, it will doubtless maintain equitable and just principles.

A much larger business has been offered upon this line than could be transported. It will be necessary, in order to meet the great trade of the Northwest, which naturally seeks Baltimore as an outlet, to supply a plant commensurate with the trade that can be readily commanded. Arrangements are now being made looking to a large increase of equipment for that line.

Washington County (Md.) Railroad.

The annual meeting of the stockholders of this company was held at Hagerstown on the 18th inst. Wm. Keyser, of Baltimore, presided. There were 38,190 shares of stock represented. The old board of directors was re-elected as follows: Wm. Keyser, P. B. Small, W. S. Kennedy, David Fowler, E. W. Mealey, Galloway Cheston and Jacob A. Miller. Mr. Keyser was re-elected president, P. B. Small secretary and treasurer. The Baltimore and Ohio Railroad Company gave notice of the expiration of their lease of the road on the first of January, 1878, but no action was taken in the matter.

At the annual meeting of the Catonsville Horse Railway Co., held in Baltimore on the 18th inst., the annual report was presented, showing that the number of passengers carried during the year was 232,841, being 8,428 less than the year previous. The decrease is ascribed to the centennial, which reduced the number of picnic and pleasure parties in the suburbs. Two new, well-furnished cars were built, and a considerable portion of track relaid with new rails, and the entire track put in good order. A new bridge was built over Gwynn's Falls by the company. The usual annual dividend of 8 per cent was declared out of the earnings of the year. John C. Holland is President of the Company.

The Alabama State Journal says that the South and North Alabama Railroad Company have purchased the Mobile and Alabama Railroad, and will, after the first of January next, run a through line from Louisville to Mobile as one road.

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS

Year ending	Length track equiv. single	Horses and Carriages	Dummies.	Cars.	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends paid Capital.	Value of Shares.		
								Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '75	11.00	153	45	No.	Albany..... N.Y.	221,500	200,000	70,500		131,000	38,717	6	100	100	
Sept. 30, '75	1.00			183	Albany St. Freight (H'con) Mass.	49,238	75,000			1,999	158		100	100	
Sept. 30, '75	23.00	401	98	98	Atlantic Avenue (Bklyn.) N.Y.	1,261,912	650,200	490,000	20,107	376,017	126,809	5	100	100	
Dec. 31, '75	8.81	704	106	106	Baltimore City (Balt.) Md.	1,000,000	1,000,000			616,538	221,900	6	25	25	
Sept. 30, '75	22.00	396	43	43	Bleeker St. & F.F. (N.Y.C.) N.Y.	1,501,795	900,000	697,000	49,107	246,785	51,992	6	100	100	
Sept. 30, '75	8.82				Boston and Chelsea..... Mass.	110,000	110,000			8,800	7,099	62	100	100	
Sept. 30, '75	18.83	310	60	60	Broadway (Brooklyn)..... N.Y.	473,576	200,000	210,900	40,659	225,486	53,516	12	100	100	
Sept. 30, '75	16.23	1,200	147	147	B'way & 7th Av. (N.Y.C.) N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,822	298,261	0	100	100	
Sept. 30, '75	8.25	9	32	32	Brooklyn, Bath & Coney I. N.Y.	296,105	80,000			47,051	138				
Sept. 30, '75	89.06	1073	441	441	Brooklyn City..... N.Y.	2,460,056	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '75	22.50	297	72	72	Brooklyn City & Newtown N.Y.	879,359	400,000	400,000	55,710	196,743	59,363				
Sept. 30, '75	19.83	231	67	67	Brooklyn, Cross-Town..... N.Y.	719,858	396,400	300,000	2,336	178,983	37,348		100	100	
Sept. 30, '75	17.85	111	28	28	Brooklyn East Side..... N.Y.	414,238	28,000	238,000	140,838	62,332	9,991		100	100	
Sept. 30, '75	17.62	411	71	71	Buffalo East Side (Brooklyn) N.Y.	643,928	100,000	668,289	114,467	211,606	32,422		100	100	
Sept. 30, '75	11.00	134	32	32	Bushwick (Brooklyn)..... N.Y.	409,604	300,000	200,000	1,580	176,149	107,374		100	100	
Sept. 30, '75	30.30				Cambridge (Boston)..... Mass.	824,300	824,300	150,000		77,187	77,187	9	100	100 1/2	
Sept. 30, '75	4.92	149	30	30	Central Cross-Town N.Y. City	817,046	600,000	240,000	20,519	74,979	Deficit		100	100	
Sept. 30, '75	24.00	1103	131	131	Cent. P. & N.E.R. (N.Y.C.) N.Y.	2,676,700	1,676,700	1,200,000	10,759	772,315	193,260		100	100	
Sept. 30, '75	6.00	178	60	60	Christopher & Tenth st. N.Y. C.	768,500	600,000	68,500	1,507	93,112	5,617		100	100	
Oct. 31, '75	8.80	842	49	49	Citizens' (Pittsburg)..... Pa.	232,467	192,750			359,714	106,932	40	50	20	
Oct. 31, '75	8.61	227	38	38	Citizens' (Phila.)..... Pa.	179,870	184,000	50,000	7,905	207,978	41,817	29 1/2	50	45	
Sept. 30, '75	16.03	248	26	26	Coney Island & Brooklyn N.Y.	716,740	600,000	807,000	37,070	207,280	37,793		100	100	
Sept. 30, '75	11.25	876	131	131	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,191,213	1,200,000	1,005,000		937,476	322,355	8	100	100	
Sept. 30, '75	10.31	1075	112	112	Elizabethtown & Newark N.Y.	1,823,076	1,000,000	208,000	105,000	839,785	136,410	12	100	100	
Dec. 31, '75	2.09	92	17	17	Elizabeth and Newark..... N.J.	276,920	232,725		44,193	46,833	8,443		100	100	
Oct. 31, '75	6.67	32	20	20	Federal St. & Pl. Val. (Pbg.) Pa.	156,719	100,000	75,000	10,000	72,901	9,839		25	25	
Sept. 30, '75	10.25	463	64	64	42d st. & Gr'd st. P. (N.Y.C.) N.Y.	1,054,679	748,000	236,000	49,922	348,086	50,907	9	100	100	
Oct. 31, '75	2.88	602	71	71	Frankford & Southwark (Ph.) Pa.	987,993	600,000	211,500		492,715	98,104	10	50	50	
Oct. 31, '75	34.91	452	78	78	Germantown (Phila.)..... Pa.	772,305	539,514	106,500	21,800	471,319	103,017	7	50	50	
Sept. 30, '75	8.77	153	27	27	Gr'd st. & Newtown (Bk'n) N.Y.	321,840	170,000	90,000	6,100	95,236	24,405		100	100	
Sept. 30, '75	8.50	172	41	41	Gr'd St. Prop. Pk. & Flatb. N.Y.	460,597	200,000	200,000	102,427	77,578	2,700		100	100	
Oct. 31, '75	7.94	241	43	43	Green and Coates st. (Phila.) Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27 1/2	50	15	
Sept. 30, '75	11.96	139	26	26	Hartm. Br. Morris & F'dham N.Y.	287,502	299,100	146,000		97,966	5,364		100	100	
Sept. 30, '75	11.85	321	66	66	Hous. W. st. & P'avia N.Y.	717,250	328,750	478,500		38,495	60,400		100	100	
Oct. 31, '75	17.22	471	75	75	H'ost, Mant. & F'mount (Ph.) Pa.	402,727	300,000	128,000	21,737	359,918	93,105	16	50	25	
Sept. 30, '75	6.50	264	88	88	Highland (Boston)..... Mass.	450,083	220,000	120,000	128,222	227,338	41,250	8	100	100	
Sept. 30, '75	10.76	60	22	22	Jamaica, Woodh'n & Bklyn N.Y.	100,000	100,000			22,019	594		100	100	
Oct. 31, '75	6.69	132	22	22	Lombard and South st. (Ph.) Pa.	179,807	125,000	62,567		109,882	21,309	12	25	12 1/2	
Sept. 30, '75	7.50	7	4	4	Long Island City Shore..... N.Y.	165,000	75,000	90,000		20,761	3,337		100	100	
Sept. 30, '75	6.00	50	12	12	Lowell Horse..... Mass.	100,569	90,100	7,762		33,927	4		100	100	
Sept. 30, '75	12.79	252	37	37	Lynn and Boston..... Mass.	291,296	200,000	50,000	51,017	166,496	15,587		100	100	
Sept. 30, '75	8.50				Malden and Melrose..... Mass.	60,246	165,500	15,000					100	100	
Sept. 30, '75	8.21	80	16	16	Merrimac Valley..... Mass.	79,770	50,000			33,422	2,615		100	100	
Sept. 30, '75	47.59	1317	263	263	Metropolitan (Boston)..... Mass.	2,703,761	1,500,000	743,442	326,245	1,128,707	219,958	7 1/2	100	100	
Sept. 30, '75	16.03	312	63	63	Metropolitan (Boston)..... Mass.	733,080	400,000	376,000	153,155	249,821	54,506	6	100	100	
Sept. 30, '75	8.55	52	3	3	Naumkeag..... Mass.	207,197	150,000	35,900	1,900	32,000	2,792		100	100	
Sept. 30, '75	3.82	35	8	8	New Bedford & Fairhaven Mass.	81,066	50,000	30,190	23,275	27,267	4,967		100	100	
Sept. 30, '75	4.20	5	12	12	New York Elevated..... N.Y.	1,677,522	798,300	771,000	108,322	63,657	def. 477		100	100	
Sept. 30, '75	7.40	92	17	17	New Wausburg & Flatbush N.Y.	328,588	300,000			65,356	3,197		100	100	
Sept. 30, '75	6.10	200	30	30	Ninth Avenue (N.Y. City) N.Y.	999,422	799,200	207,000	20,693	106,330	18,432		100	100	
Sept. 30, '75	11.16	124	29	29	North 2d St. & Middle Vil. N.Y.	242,310	142,100	125,000	2,348	148,351	69,979		100	100	
Dec. 31, '75	13.00	241	47	47	Orange and Newark..... N.J.	1,041,157	290,000	700,000	156,420	222,901	31,077		100	100	
Sept. 30, '75	14.40	190	42	42	Park Avenue (Brooklyn) N.Y.	412,095	200,000	300,000	56,000	128,715	31,978		100	100	
Oct. 31, '75	9.83	87	13	13	People's (Scranton)..... Pa.	162,719	150,000	15,000	42,108	13,108		8	100	100	
Oct. 31, '75	6.49	21	14	14	People's (Pottville)..... Pa.	162,114	100,000	35,000	8,107	28,591	1,006		50	20	
Oct. 31, '75	12.79	611	19	19	Philadelphia City (C. & W.) Pa.	793,912	600,000	200,000	69,108	562,307	123,409	20	50	25	
Oct. 31, '75	9.22	15	15	15	Philadelphia and Darby..... Pa.	328,859	200,000	100,000		24,000	8	20	20		
Oct. 31, '75	13.17	151	22	22	Philadelphia & Gray's Ferry Pa.	311,718	300,000	6,500	32,700	131,718	41,718	10	50	30	
Oct. 31, '75	8.75	137	40	40	Pgh. Allegheny & Manchester Pa.	392,718	300,000	100,000		171,319	45,310	8	50	50	
Oct. 31, '75	8.50	121	20	20	Pittsburg and Birmingham Pa.	196,322	150,000	50,000		81,310	13,108		50	37 1/2	
Oct. 31, '75	10.00	132	25	25	Pgh. Oakland & E. Liberty Pa.	191,927	150,000	45,000	37,040	59,172		50	50		
Dec. 31, '75	7.13	71	18	18	Portland..... Me.	176,000	157,000	1,000		49,553	4,791		100	100	
Sept. 30, '75	5.00	40	13	13	Poughkeepsie City..... N.Y.	131,702	76,705	27,000	38,908	23,548	2,643		100	100	
Sept. 30, '75	16.75	212	44	44	Prospect Park & Coney I. N.Y.	1,011,126	500,000	500,000	3,224	161,178	43,339		100	100	
Dec. 31, '75	14.12	280	44	44	Ridge Avenue (Ph.)..... Pa.	423,951	450,000	58,430		249,316	61,102	10	50	30	
Sept. 30, '75	17.00	106	17	17	Rochester and Brighton..... N.Y.	263,509	105,000	138,000</							

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	.....	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	198,861	248,138	265,593	285,000	.....	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,298,751	1,116,366	13,919,394
1874.....	849,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,394	14,692,914
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	1,886,000	1,957,000	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,872	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,272	517,932	526,406	.....	.....	.....
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,082,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,965,726	1,030,927	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,637	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,987	574,258	805,802	929,311	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	346,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	987,080	747,893	8,255,744
1876.....	527,000	518,000	567,388	650,994	819,353	877,571	685,753	569,483	646,150	817,569	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	371,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	267,295	333,038	3,774,217
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,006
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,522,585	1,528,617	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,656,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,581	18,156,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,093	1,497,529	1,538,099	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,069	154,634	.....	.....	.....	.....
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	.....	.....	.....	.....
Illinois Central:													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	693,063	8,026,754
1873.....	602,241	597,429	660,759	635,912	635,459	742,600	684,840	769,748	884,485	797,121	630,039	703,692	8,268,325
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	898,307	668,943	690,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	598,446	608,126	605,494	546,083	585,969	614,484	482,003	595,100	623,057	718,740	.....	.....	.....
Kansas Pacific:													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,169	333,785	392,510	265,217	201,499	3,495,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,217	254,768	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,689,935
1873.....	1,446,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,573,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1872.....	411,113	384,058	449,453	485,550	487,283	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,544	6,088,534
1874.....	555,709	438,037	487,871	551,932	559,234	468,908	413,302	484,792	552,484	609,888	525,460	481,568	6,129,555
1875.....	500,902	441,623	611,211	600,066	556,789	491,823	462,231	534,001	620,814	669,785	.....	.....	.....
1876.....	518,567	548,669	583,981	610,543	629,348	533,170	430,625	542,772	622,526	647,210	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,895	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	.....	.....	.....
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	.....	.....	.....
Ohio and Mississippi:													
1873.....	283,605	291,630	333,735	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	293,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,679	3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,002	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,556,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	235,198	209,622	231,348	2,539,638
1874.....	243,915	211,409	226,288	214,620	251,509	233,608	235,250	254,230	292,216	358,776	258,860	385,000	.....
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	.....	.....	.....
1876.....	352,200	312,500	295,000	275,400	264,900	262,300							

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.				Market Price.		Amounts outstanding.	Interest.				Market Price.
		Rate.	Payable.	When Payable.	Rate.				Payable.	When Payable.			
National Securities, Nov. 1, 1876.													
Loan of June 14, 1868.....registered	\$200,000	5	Jan. & July.	1874	117	1874	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1884	117	1884
Loan of February 8, 1861.....registered	18,795,000	6	Jan. & July.	1880	117	1880	.. Lunatic Hospital Loan, 1874.....	400,000	5	Jan. & July.	1884	114	1884
.. coupon	4,620,000	6	Jan. & July.	1880	117	1880	.. Harbor Land Improvement bonds, 1874	220,000	5	May & Nov.	1880	108	1880
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	117	1881	.. Back Bay Land bonds, 1861 and 1862....	1,850,000	6	Jan. & July.	1883	111	1883
Loan of July 17, and Aug. 5, 1861.....registered	128,187,550	6	Jan. & July.	1881	117	1881	.. Union Defense Loan, 1861.....	50,000	5	June and Dec.	1877-78	109	1877
.. coupon	63,188,900	6	Jan. & July.	1881	117	1881	.. Union Defense Loan, 1862.....	888,000	5	Jan. and July.	1883	111	1883
Loan of Feb. 25, 1862 (5-20s).....registered	53,738,500	6	May & Nov.	1882	117	1882	.. Coast Defense Loan, 1863.....	8,380,244	5	"	1894	109	1894
.. coupon	21,264,700	6	May & Nov.	1882	117	1882	.. Bounty Fund Loan, 1863 and 1864.....	999,944	5	"	1899	109	1899
Loan of March 3, 1863.....registered	53,738,500	6	Jan. & July.	1881	117	1881	.. War Fund Loan, 1869.....	10,971,992	5	Various.	1889-94	109	1889
.. coupon	21,264,700	6	Jan. & July.	1881	117	1881	.. Troy & Greenfield R.R. & Tunnel Loan.	3,599,020	5	Jan. & July.	1900	110	1900
Loan of March 3, 1864 (5-20s).....registered	35,658,050	6	May & Nov.	1884	110	1884	Michigan—(\$1,664,000):	105,000	6	"	1878	103	1878
.. coupon	114,900,500	6	May & Nov.	1884	110	1884	.. Renewal Loan bonds, 1858.....	1,032,000	6	"	1878-83	105	1878
Loan of March 3, 1865 (5-20s).....registered	35,658,050	6	May & Nov.	1885	110	1885	.. Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	110	1890
.. 2d series (5-20s).....registered	61,978,150	6	Jan. & July.	1885	112	1885	.. War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	1877-79	105	1877
.. 3d series (5-20s).....registered	140,885,050	6	Jan. & July.	1885	112	1885	Minnesota—(\$2,755,000):	280,000	7	"	1883-03	105	1883
.. 3d series (5-20s).....registered	44,421,350	6	Jan. & July.	1887	116	1887	.. State Buildings Loan, 1867 to 1869.....	2,275,000	7	"	1887	105	1887
.. 4th series (5-20s).....registered	216,201,400	6	Jan. & July.	1887	116	1887	.. State Buildings Loan, 1873, coupon	439,000	6	"	1891-91	105	1891
.. 4th series (5-20s).....registered	16,176,500	6	Jan. & July.	1888	117	1888	.. Railroad Aid bonds, 1868, (repudiated).	2,727,000	6	"	1888	105	1888
.. 4th series (5-20s).....registered	22,297,300	6	Jan. & July.	1888	117	1888	Missouri—(\$17,539,000):	1,100,000	6	"	1894-96	100	1894
Loan of March 3, 1864, (10-40s).....registered	141,860,300	5	Mar. & Sept.	1904	114	1904	.. State Debt Proper, 1865 and 1868.....	15,808,000	6	"	1897-97	100	1897
.. coupon	52,708,000	5	Mar. & Sept.	1904	114	1904	.. Consolidation bonds, 1869.....	605,000	6	"	192-94	107	192
Consols of July 14, '70 & Jan. 20, '71 registered	220,669,700	5	F. M. A. & N.	1881	112	1881	.. Funding Bonds, 1874.....	160,000	10	Mar. & Sept.	1881	104	1881
.. coupon	290,834,450	5	F. M. A. & N.	1881	112	1881	.. Railroad Aid bonds, 1858-66.....	2,200,100	6	"	192-05	110	192
Debt matured and without interest.....(var.)	2,613,240			Due.			.. State Institution bonds, 1872 to 1874.....	1,000,900	6	"	1874-84	108	1874
Navy Pension Fund of July 23, 1863.....(cur.)	14,000,000	3		Irred.			Nevada—(\$160,000):	900,900	6	"	1886-90	108	1886
Certificates of Indebtedness 1870.....(cur.)	64,823,512	4		1875			.. Bonds funding floating debt, 1871.....	593,400	6	"	1897-02	108	1897
Pacific R. R. Bonds (registered).....(currency)	367,601,408	nd.		1879			New Hampshire—(\$3,724,100):	1,067,000	6	Jan. & July.	1875-78	104	1875
United States Notes	28,556,478	nd.		1879			.. War Loan Bonds, of 1861.....	600,000	6	Mar. & Sept.	1884-89	105	1884
Fractional Currency.....		nd.		1879			.. War Loan Bonds, of 1864.....	600,000	6	Jan. & July.	1879-86	105	1879
State Securities, latest dates.													
Alabama—(\$21,870,810):							.. Equalization (Municipal) bonds, 1872.....	2,000,000	6	"	1892-05	110	1892
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	1880-92	31	1880	New Jersey—(\$2,490,300):	1,000,900	6	"	1874-84	108	1874
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	5	Jan. & July.	1880-93	35	1880	.. War Loan (tax free) bonds, 1861.....	900,900	6	"	1886-90	108	1886
.. Bonds (new), 1874.....	341,000	7	"	1884			.. War Loan bonds, 1864.....	593,400	6	"	1897-02	108	1897
.. R. R. Loans (\$2,300,000) & endorsements.	15,651,000	8	"	1890-91	10	1890	New York—(\$29,770,787):	1,067,000	7	"	1877	103	1877
Arkansas—(\$12,733,086):							.. Bounty Loan bonds, coupon.....	13,855,000	7	"	1877	103	1877
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1890	33	1890	.. State (Deficiency) Stock, '83, part at will	889,781	6	J. A. J. & O.	1878	112	1878
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	1900			.. Canal Stock (old).....	890,000	6	June & Dec.	1877	112	1877
.. Deficiency Bonds, 1872.....	300,000	7	"	1882			.. Canal Stock, 1872.....	1,562,500	6	Jan. & July.	1887	116	1887
.. Bonds (for \$2,500,000), 1875.....	230,000	7	"	1895			.. Canal Stock, 1873.....	847,500	6	"	1883	118	1883
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	5	1900	.. Canal Stock, 1873.....	4,302,500	6	"	1891	121	1891
California—(\$3,396,500):							.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	122	1892
.. Civil (R. F.) bonds, 1867 and 1868.....	75,500	7	Jan. & July.	1877-80	116	1877	North Carolina—(\$28,419,045):	4,738,800	6	Jan. & July.	1875-96	18	1875
.. Relief Fund bonds, 1863.....	95,500	7	"	1883			.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	1875-98	18	1875
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885			.. Railroad and Improvement (old) bonds.	2,383,000	6	Jan. & July.	1875-98	7	1875
.. Funding bonds, 1873.....	2,901,000	6	"	1893			.. Railroad and Improvement (new) bonds	1,995,000	6	April & Oct.	1875-8	9	1875
Connecticut—(\$5,014,000):							.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	9	1900
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	113	1881	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	9	1898
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	1883-84	113	1883	.. Special Tax bonds.....	11,407,000	6	"	1898-99	21	1898
.. War Loan bonds (10-30 yrs), 1864.....	508,500	6	April & Oct.	1894			Ohio—(\$7,988,205):	1,473,115	6	Jan. & July.	1875	10	1875
.. War Loan bonds (20 yrs), tax free, 1865.	1,741,100	6	"	1885			.. Loan (sinking fund), 1850.....	4,072,540	6	"	1881	102	1881
Delaware—(\$1,231,000):							.. Loan (sinking fund), 1860.....	2,400,000	6	"	1886	112	1886
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885			.. Loan (sinking fund), 1866.....	49,027	7	"	1875-84	108	1875
District of Columbia—(\$12,790,000):							Oregon—(\$246,027):	200,000	7	"	1890	108	1890
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892			.. Bounty and Relief bonds.....	4,027	7	"	1884	108	1884
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893			.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	108	1890
.. Funding bonds, 1874, (guar. by U. S.)...	10,594,500	3.45	Feb. & Aug.	1924	68	1924	Pennsylvania—(\$24,568,635):	400,000	6	April & Oct.	1879	104	1879
Florida—(\$4,431,787):							.. Inclined Plane Loan, of 1849.....	483,000	5	Jan. & July.	1882	101	1882
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891			.. Loan of April 1852, reg. and coup.....	3,540,500	5	Feb. & Aug.	1877-78	103	1877
.. Consolidated (gold) bonds of 1875.....	509,200	7	"	1903			.. Loans, May '52 & Apr. '53, reg. & coup.	7,890,550	6	"	1877	106	1877
.. Loan (J. P. & M. R. R.) gold bonds, 1870	4,000,000	8	"	1890			.. Stock Loan of Feb. 2, 1867, 2d series....	9,271,850	6	"	1882	114	1882
Georgia—(\$19,823,900):							.. Stock Loan of Feb. 2, 1867, 3d series....	434,850	6	"	1872-82	108	1872
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	1878-86	93	1878	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	600,000	6	April & Oct.	1878	108	1878
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	107	1886	Rhode Island—(\$2,638,000):	1,019,000	6	Mar. & Sept.	1882	110	1882
.. Bonds (gold), act Sept. 1870.....	2,908,000	7	J. A. J. & O.	1880	106	1880	.. War Loan bonds of 1862.....	1,019,000	6	Various.	1886-94	108	1886
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	106	1890	.. War Loan bonds of 1863 and 1864.....	944,918	6	Jan. & July.	1877-89	36	1877
.. Bonds (funding), 1873.....	1,200,000	8	"	1875-86			.. State House Stock, 1856 to 1861.....	287,000	6	"	1871-80	108	1871
.. Bonds to Brunswick & Albany R.R., '70	1,600,000	7	June & Dec.	1890			.. State House bonds, 1863 and 1864.....cur.	807,000	6	"	1875-79	40	1875
.. Railroad aid bonds (endorsed), 1870 & '71	7,545,900	var	Various.	1890-91	102	1890	.. Blue Ridge R. R. bonds, 1854.....	884,113	6	"	1877-97	40	1877
Illinois—(\$1,698,048):							.. Funding Stock and bonds, 1866.....	3,764,850	6	J. A. J. & O.	1882-89	45	1882
.. Interest bonds, 1847.....	940,445	6											

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	---	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1899	---
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.	5,200,000	8	Jan. & July.	New York.	1889	---	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	113
2d Mortgage.....	2,675,000	8	"	"	1889	---	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	---	---	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	---	1st Mortgage (Consolidation)....	252,000	6	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	360,000	6	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	---	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	643,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	110	Consol. Mortgage for \$2,000,000.	665,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	102	344,500	6	"	"	1893	---	
3d Mortgage.....	433,000	7	May & Nov.	"	1881	---	Soston, Hartford and Erie:						
Albany Loan.....	933,900	6	"	"	1895	---	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	---
Alexandria and Fredericksburg:							1st Mortgage (Berdelly).....	15,000,000	7	Jan. and July.	New York.	1900	16
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	---	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	161
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7	"	Boston.	1899	---
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	105	Boston and Lowell:						
Special Mortgage to Penn.....	5,500,000	5	January.	Harrisburg.	---	---	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1870	101
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	Apr. & Oct.	Phil. or Lond.	1900	92	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	108
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	46	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	111
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoogin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	---	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ams.	1891	---	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) end. by G. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1908	---
1st Mortgage.....	1,500,000	7	Apr. & Oct.	New York.	1901	---	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	---
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	---	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1890	---
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	---	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	---
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	91	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,374,500	7	Apr. & Oct.	Boston.	1900	30	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	---
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902	---	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	---
Consol. mort. gold (Oct. 1, '76)...	2,074,000	7	"	"	1903	53	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	105
Consol. Second Mort. (gold).....	976,000	7	Apr. & Oct.	Y. or Bost.	1903	---	Buffalo and Jamestown:						
Land Income Bonds.....	475,000	12	Jan. & July.	N. Boston.	---	103	Mortgage.....	1,000,000	6	.....	New York.	1902	---
Atlanta and Richmond Air Line.							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	60	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	94
Atlantic and Great Western:							Buffalo, New York & Phila:						
1st Mortgage (gold).....	14,922,000	7	Jan. & July.	N.Y. or Lond.	1902	---	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	---
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	---	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	---
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	---	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, atg., skg. fund.....	5,400,000	7	May & Nov.	N. Y. & Lond.	1918	40
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	---	1st Mort., (gold) Mil. Div.....	2,200,000	7	Feb. and Aug.	"	1902	---
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	---	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	---	Land and R. R. Mortgage.....	4,680,250	7	April & Oct.	N. Y. & Bost.	1893	109
Atlantic and Lake Erie:							Stock Bonds pref. 5d lien.....	322,500	8	Jan. & July.	Boston.	1878	---
1st Mort. (gold) for \$5,000,000....	.....	7	Jan. & July.	New York.	1901	---	Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bost.	1870	106
Atlantic, Miss. and Ohio (428 m.)							Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1894	106
1st Mortgage for \$15,000,000....	5,470,000	7	April & Oct.	New York.	1901	---	Stock (common) Bonds.....	409,500	8	"	"	1899	---
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	.....	---	---	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	102
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	---	Bonds convertible until 1892....	600,000	8	"	Boston.	1893	92
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1889	---	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6	Jan. & July.	"	1881	61	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	---
1st Mort. (Central Div.) gold.....	1,180,000	6	May & Nov.	"	1891	---	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	---	1st Mort. (R.R. and lands) S.F..	8,000,000	7	Jan. & July.	New York.	1891	---
Equipment Bonds.....	768,000	10	June & Dec.	"	1883	---	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding).....	529,800	6	"	"	1883	---	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	---
Land Debentures.....	600,900	10	J. A. J. & O.	"	1884	---	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	---
Sterling bonds (not Mort.) of 1863.	484,000	6	May & Nov.	L " "	1878	---	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	---
2d Mortgage (sterling) of 1864....	1,500,000	6	April & Oct.	"	1884	---	California Pacific:						
3d Mortgage (sterling) of 1871....	713,000	6	May & Nov.	"	1891	---	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	---
Portland City Bonds, 1st M., A. L.	787,000	6	"	Portland.	1886	---	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	---
Bald Eagle Valley:							First Income bonds.....	1,000,000	10	.....	---	---	---
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	---	2d Income, or double track b'ds	1,600,000	6	.....	---	---	---
2d Mortgage.....	100,000	7	"	"	1884	---	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1880-'80.....	679,500	6	Jan. & July.	Baltimore.	1880	105	Loan of 1889.....	860,000	6	June & Dec.	Princeton.	1889	105
Loan of 1883-'85.....	1,710,000	6	April & Oct.	"	1885	107	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia	1889	107
Loan of 1886-'90 (Balt.) skg fd..	3,253,028	6	Jan. & July.	"	1890	---	Sterling Loan, S. F. (\$282,000)	1,286,080	6	Feb. & Aug.	London.	1880	---
Loan of 1870-'96 (etc.) skg fund.	3,338,956	6	March & Sept.	London.	1885	---	Camden and Atlantic:						
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6	"	"	1902	---	1st Mortgage.....	480,000	7	Jan. & July.	Philadelphia.	1893	113
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6	May & Nov.	"	1910	---	2d Mortgage.....	500,000	7	April & Oct.	"	1879	100
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6	Jan. & July.	Baltimore.	1911	---	Consolidated 1st Mortgage.....	380,000	6	Feb. & Aug.	Philadelphia.	1897	99
1st Mortgage (R. R.) gold guar..	3,000,000	6	April & Oct.	"	1911	---	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg fd) g'd for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	55
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	---	Oape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	---	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	.....	1891	---
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	---	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	---	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	---
Belfast and Mooshead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	---	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	---
Belleville and Snow Shoe:							2d Mortgage - Income Bonds..	8,000,000	7	April & Oct.	"	1914	---
1st Mortgage.....	99,000	6	.....	Philadelphia.	1893	---	Carthage and Burlington:						
Belleville and Indiana:							1st Mort., guar. by O., B. and Q.	28',000	8	May & Nov.	New York.	1879	108
1st Mort., ass'd by C. C. C. & I.	463,000	7	Jan. & July.	New York.	1899	---	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	---
1st Mort., guar. by St. L. & T. II.	1,100,000	8	April & Oct.	New York.	1896	84	1st Mortgage (new).....	1,360,000	7	"	"	1909	102
Beitolt and Madison (C. & N.W.)							Chattel Mortgage.....	209,880	5	May and Nov.	"	'88-'89	---
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	---	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	---
1st Mortgage (guar by C. &)	1,000,000	6	June & Dec.	New York.	1877	102	Cazenovia and Canastota:						
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Philadelphia	1885	101	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	---
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	100	Cedar Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (O. F. to Waverly)....	198,000	7	April & Oct.	New York.	1894	90
1st Mortgage.....	240,000	8	Jan. & July.	.....	1903	---	1st Mort. (W. to Minn. Line)....	1,394,000	7	Jan. & July	"	1907	---

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	565,200	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000 p.m.	682,000	7	" " "	" " "	1894	94	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" " "	1916	94	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Governm't at 5%.	1,000,000	6	Jan. & July.	" " "	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	5,500,000	8	Jan. & July.	" " "	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	" " "	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" " "	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1898	101
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" " "	1901	....	2d Mort. (")	1,191,000	7	April & Oct.	" " "	1884	90
Central of L. I. (Flush. N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1903	99
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	547,000	8	May & Nov.	" " "	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	95
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	81	1st Mort. (Minnesota Central.)	180,000	7	" " "	" " "	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" " "	1890	109	1st Mort. (St. Paul Division.)	4,000,000	7*	" " "	" " "	1902	102
Newark Branch Bonds.....	600,000	7	Jan. & July.	" " "	1887	....	1st Mort. (Iowa and Dak. Div.)	887,000	7	" " "	" " "	1899	93
Loan of Loh. C. & Nav. Co. (au'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" " "	1898	116
Consol. Mort. for \$25,000,000....	14,150,000	7	" " "	New York.	1899	84	2d Mort. (")	1,315,000	7.3	" " "	" " "	1898	98
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	" " "	1902	88
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	" " "	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	" " "	" " "	....	....
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	1895-99	169	Equipment and Bridge Bonds...	245,000	10	June & Dec.	" " "	1883	....
Convertible 30 years bonds, (gold)	1,483,000	7*	" " "	" " "	1883	163	Consol. Mort. for \$35,000,000....	2,154,000	7	Jan. & July.	" " "	1905	86
State Aid B'ds (Int. by State) gold	1,500,000	7*	" " "	Sacramento.	1884	108	Chicago and Northwestern:						
2d Mort. (Governm't Subsidy)	27,855,880	6	" " "	U.S. Treasury.	1895-99	99	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	110
1st Mort. (Western Pacific) gold	2,735,000	6*	" " "	New York.	1899	102	General 1st Mortgage (193 m.) ..	3,578,000	7	" " "	" " "	1885	160
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" " "	" " "	1888	94	Funded coupons (193 m.).....	740,300	7	May & Nov.	" " "	1883	103
1st Mort. (S. Fr. & Okla. & Ala.)	500,000	6*	" " "	" " "	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	" " "	1885	100
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	" " "	1900	93	Green Bay Ext. (26m & 76,000 a.)	285,000	7	" " "	" " "	1885	100
Land bonds (Cen. Pac. Co.) gold	9,209,000	6*	" " "	" " "	1890	97	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" " "	" " "	1882	....
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	" " "	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11	Mississippi River Bridge.....	186,000	7	" " "	" " "	1884	101
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" " "	1891	2	1st Mortgage (Penninsula).....	328,000	7	March & Sept.	" " "	1898	102
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" " "	1887	....	Consol. skt fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" " "	1915	95
Income and Extension Bonds...	1,008,600	8	May & Nov.	" " "	1902	....	General Consol. Gold Bonds.....	9,758,000	7*	June & Dec.	" " "	1902	....
Equipment Mort. (Vt. Central).	1,000,000	8	" " "	" " "	1889	25	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" " "	1911	....
Equipment Mort. (")	1,000,000	8	" " "	" " "	1889	25	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" " "	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" " "	1891	35	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	" " "	" " "	1898	106
Missisquoi R.R. (")	500,000	7	" " "	" " "	1891	....	1st Mort. (Chic. & Mil. R. W.) guar	1,700,000	7	Jan. & July.	" " "	1898	106
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1904	....	1st Mort. (Bel. & Mad. R. R.) guar	284,000	7	" " "	" " "	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M.s.f. (Chi. & N. Pac. Air-L.)	25,000 p.m.	7*	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort.....	157,400	7	" " "	" " "	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$3,000,000.....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl., Pekin & Southern (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" " "	1888	....	1st Mortgage skt. fund.....	9,000,000	7	Jan. & July.	New York.	1896	111
Cherry Valley, Sharon and Alb.:							Chl. & Southwestern (C. B. & Q.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" " "	1901	....
1st M. (gold) skt fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	31	Chicago, Wisconsin & Canada:						
1st Mort. Extension (cou. or reg)	5,428,000	7*	Jan. & July.	" " "	1902	....	1st Mort. gold, skt fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	Chicago and Superior:						
3d Mort. (") coupon.....	902,000	6	" " "	" " "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	" " "	" " "	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" " "	1902	....
Funded Interest, coupon.....	180,500	8	" " "	" " "	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,300	6	Jan. & July.	Boston.	1877-80	97	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort. guar. by R. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	98
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	" " "	1886	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	" " "	1877	....
1st Mortgage, pref. sinking fund.	23,800	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,400,000	7	Jan. & July.	" " "	1893	118	1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	102
2d Mortgage Income.....	1,100,000	7	April & Oct.	" " "	1883	106	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$200 stg. each).	3,893,200	6*	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	104	Consolidated Mortgage.....	471,000	7*	June & Dec.	" " "	1914	....
2d Mort. (")	188,000	7	Jan. & July.	" " "	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" " "	1900	92	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skt fund.....	2,571,000	8	Jan. & July.	New York.	1883	116	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage, skt fund conv.	150,000	8	" " "	" " "	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	880,000	7	April & Oct.	" " "	1890	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	2,391,475	7	Jan. & July.	Boston.	1896	108	2d Mortgage.....	65,000					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	6	Jan. and July	New York.	1913	...	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	7	"	"	1892	102	1st Mort. (\$424,000 guar.)	...	...	...	...	...
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1906	110	Detroit, Eel River and Illinois:	1,826,000	8	Jan. & July.	New York.	1891	...
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	106	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	...
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	107	Detroit, Hillsdale and Indiana:	300,000	8	Jan. & July.	"	1881	...
Regist'd b'ds (ass'd by L.S. & M.S.):	1,000,000	7	Jan. & July.	New York.	1880	106	1st Mort. \$16,000 p. m. guar.	3,219,000	8	April & Oct.	Boston.	1896	...
3d Mortgage ("")	1,000,000	7	April & Oct.	"	1892	107	2d Mortgage, (coupon) guar.	575,000	8	June & Dec.	"	1897	...
Cleveland and Toledo:	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	Detroit, Lansing and Lake Mich.:	1,369,000	8	Feb. & Aug.	"	1893	...
1st Mort., a.f. (ass'd by L.S. & M.S.):	860,000	7	April & Oct.	"	1886	105 1/2	1st Mort. (Lonsa and Lansing)	770,000	8	Jan. & July.	New York.	1889	...
2d Mortgage ("")	...	...	...	...	...	...	2d Mort. ("")	81,000	8	May & Nov.	"	1880	...
Colebrookdale:	584,700	6	June & Dec.	Philadelphia.	1898	50	Detroit & Milwaukee (Gt. W. of Ca.):	2,500,000	7	May & Nov.	New York.	1875	...
1st Mort. guar. by Ph. and Rdg.	...	...	...	...	...	...	1st Mortgage, (D. & M.R.'y)	1,000,000	8	"	"	1875	...
Colorado Central (3 ft. gauge):	225,000	8	June & Dec.	Boston.	1890	...	2d Mortgage ("")	625,924	7	Jan. & July.	"	1875	...
1st Mortgage	...	...	...	...	...	...	1st Funded Coup. (D. & M.R.'y)	375,734	7	May & Nov.	"	1875	...
Columbus, Chicago & Ind. Cent.:	15,344,750	7	April & Oct.	New York.	1908	41	2d Funded Coup. ("")	150,000	7	April & Oct.	"	1878	...
1st Mortgage Consol. skg fund.	5,582,400	7	Feb. & Aug.	"	1909	10	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	...
2d Mortgage skg fund.	3,893,000	7	"	"	1890	...	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1886	...
Income convertible.	461,000	7	April & Oct.	"	"	95	Bonds of Sept. 1, 1868.	110,000	7	March & Sept.	"	1886	...
1st Mort. (Chic. and Gt. Eastern)	344,400	7	Jan. & July.	"	"	...	1702,317	6 1/2	Jan. & July.	"	1886	...	
2d Mort. ("")	194,100	7	Feb. & Aug.	"	"	...	Detroit, Mon. & Tol. (L.S. & M.S.):	924,000	7	Feb. & Aug.	New York.	1876	1 3
1st Mort. (Cin. and Chi. Air-L.)	39,650	7	May & Nov.	"	"	...	1st Mortgage Aug. 1, 1856	758,000	8	Jan. & July.	New York.	1889	101
1st M., a.f. ("")	2,632,000	7	Jan. & July.	"	"	...	Dixon, Peoria and Hannibal:	882,000	7	Jan. & July.	New York.	1883	1 5 1/2
1st Mort. (Col. and Ind. Cent.)	821,000	10	May & Nov.	"	"	...	1st Mortgage tax free	450,000	7	April & Oct.	New York.	1883	...
2d Mort. ("")	309,500	7	Jan. & July.	"	"	...	1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	...
1st M. (Col. & Ind.) 1st & 2d pref.	665,500	7	Feb. & Aug.	"	"	...	Dunkirk, Allegheny Val. & Pittab.	1,200,000	7	June & Dec.	New York.	1900	...
2d Mortgage (Ind. Central)	554,500	7	Feb. & Aug.	"	"	...	1st Mortgage (gold)	1,500,000	7	Jan. & July.	New York.	1908	...
1st Mort. (Tol. Logansport & Bur.)	74,024	7	April & Oct.	"	"	...	Dutchess and Columbia:	400,000	8	Jan. & July.	...	1890	...
Income ("")	815,000	7	April & Oct.	"	"	...	1st Mortgage Jan. 1, 1868	140,000	7	Jan. & July.	Philadelphia.	1885	...
1st Mort. (Union & Logansport)	1,000,000	7	March & Sept.	New York.	1901	...	East Alabama and Cincinnati:	495,900	7	March & Sept.	Philadelphia.	1888	103 1/2
Columbus, Springfield and Cin.:	1,500,000	7	April & Oct.	New York.	1897	...	East Tennessee, Virginia & Ga.:	2,999,000	7	Jan. & July.	New York.	1900	95 1/2
1st M. (assumed by Cin., S. & C.)	300,000	7	Jan. & July.	"	1880	...	1st Mort., skg fund for \$3,500,000	190,000	4	"	"	1882-87	...
Columbus and Hooking Valley:	634,000	7	"	"	1892	...	2d Mortgage	147,000	6	May & Nov.	"	1886	...
1st Mortgage skg fund.	302,000	7	March & Sept.	New York.	1890	...	Endorsed Bonds (East T. & Va.)	92,000	6	Jan. and July.	"	90-95	...
1st M. on Branch (& 2d on main)	370,500	7	April & Oct.	Boston.	1893	95	Company Bonds (E.T. & Ga. old)	135,400	6	"	"	1876	...
General Mortgage	289,500	6	June & Dec.	"	1876	99 1/2	Eastern (Mass.):	194,400	6	Jan. & July.	Boston.	1876	61 1/2
Coupon Notes	607,500	7	"	"	76-81	97 1/2	Loan of 1865	160,000	6	April & Oct.	"	1885	...
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	Loan of 1867	959,000	7	March & Sept.	"	1887	53
Connecticut River:	250,000	6	March & Sept.	Boston.	1878	...	Loan of 1868	1,000,000	6	March & Sept.	"	86-89	...
1st Mortgage skg fund	1,000,000	7	Jan. & July.	New York.	1901	...	Loan of 1869	500,000	6	May & Nov.	"	1889	...
Connecticut Valley:	2,074,000	7	Jan. & July.	N. Y. & Bost.	1900	...	Ten year coupon notes	1,163,000	7	"	"	1882	49 1/2
1st Mortgage	991,000	6	March & Sept.	Philadelphia.	123.4	102	Ten year coupon notes	2,513,500	7	"	"	83-84	39 1/2
1st Mortgage	100,000	7	March & Sept.	New York.	1889	...	Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	47 1/2
Cowanesque Valley:	95,000	7	Jan. & July.	New York.	1902	...	Sterling Sink. Fd. Bonds	2,878,048	6 1/2	March & Sept.	London.	1898	...
1st Mortgage, gold	100,000	7	May & Nov.	"	1882	...	Eastern Shore (Md.):	400,000	6	Jan. & July.	Philadelphia.	1880	...
2d Mortgage	648,000	6	May & Nov.	"	1888	...	2d Mortgage	200,000	6	April & Oct.	"	1886	...
Cumberland & Penn. (Consol. Coal):	803,500	6	March & Sept.	New York.	1891	...	Elizabethtown and Paducah:	3,000,000	8	March & Sept.	New York.	1890	...
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	...	1st Mortgage, convertible	1,000,000	7	Jan. & July.	Philadelphia.	1880	104 1/2
2d Mortgage	109,500	8	"	"	1906	...	Income Mortgage guaranteed	570,000	5	April & Oct.	"	2802	6 1/2
Plain bonds	81,900	6	"	"	1884	...	Eric Railway:	2,483,000	7	May & Nov.	New York.	1897	114
Danbury and Norwalk:	100,000	7	Jan. & July.	New York.	1880	...	1st Mortgage, extended	2,174,000	7	March & Sept.	"	1879	102 1/2
Mortgage Bonds of 1870	200,000	7	"	"	1890	...	2d Mortgage	4,882,000	7	"	"	1883	101
Mortgage Bonds of 1870	200,000	7	"	"	1892	...	3d Mortgage	2,937,000	7	April & Oct.	"	1880	98 1/2
Mortgage Bonds of 1872	200,000	7	"	"	1892	...	4th Mortgage convertible	709,500	7	June and Dec.	"	1888	100
Danv., Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887	40	5th Mortgage convertible	182,600	7	Jan. & July.	"	1891	...
1st Mortgage	300,000	7	"	"	1885	...	Sterling Loan (\$1,600,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1875	...
Dauv., Urb., Bloomington & Pekin:	2,000,000	7 1/2	April & Oct.	New York.	1900	...	1st Consol. Mort. for \$30,000,000	12,076,000	7 1/2	"	NY & London.	1920	...
1st Mortgage	3,000,000	7 1/2	April & Oct.	New York.	1911	...	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1884	...
Davenport and St. Paul:	1,855,000	7	Jan. & July.	New York.	1881	...	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	...
Dayton and Michigan (O.H. & D.):	441,000	7	March & Sept.	"	1884	...	Eric and Pittsburg (Penn.):	292,200	7	Jan. & July.	New York.	1882	...
1st Mortgage sinking fund guar.	366,000	7	April & Oct.	"	1888	...	1st Mortgage	92,800	7	April & Oct.	"	1890	...
2d Mortgage	105,500	7	March & Sept.	"	88-94	...	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1886	...
Dayton and Union:	140,000	7	March & Sept.	New York.	1879	...	Equipment Mortgage	760,000	7	April & Oct.	"	1890	...
1st Mortgage, registered	135,000	7	June & Dec.	"	1879	...	European & N. American (Me.):	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	...
Income Bonds	252,445	6	"	"	1879	...	Bangor City Bonds (1st m. 55 m.)	2,000,000	6 1/2	March & Sept.	"	1899	...
Dayton and Western (L. M. R.R.):	142,000	7	March & Sept.	New York.	1881	...	1st L.M. (& 1st on 59, & 2d on 55m)	...	...	...	...	...
1st Mortgage (assumed)	495,000	6 1/2	Jan. & July.	"	1905	...	New Mortgage for \$6,000,000	...	...	...	...	...
1st Mortgage ("")	500,000	8	March & Sept.	New York.	1901	...	Evansville and Crawfordsville:	302,000	7	Jan. & July.	New York.	1887	...
Decatur, Sullivan and Mattoon:	650,000	6	Jan. & July.	Philadelphia.	1885	...	1st Mortgage (51 miles) skg. fund	636,000	7	May & Nov.	"	1887	...
1st Mortgage	100,000	6	"	"	1880	...	1st Mortgage (109 m.)	147,000	7	Feb. & Aug.	"	1880	...
Delaware (P. W. and Balt.):	170,000	6	"	"	1876	...	1st Mort. (Rockville Extension)	...	...	...	...	...
1st Mortgage, guar.	...	...	...	...	...	...	Evansville, Terre Haute & Chi.:	775,000	7 1/2	May & Nov.	New York.	1900	...
1st Mortgage extension	...	...	...	...	...	...	1st Mortgage, gold	...	...	...	...	...
Delaware State Loan	...	...	...	...	...	...	Fall River, Warren & Prov. (B. & P.):	200,000	7	Jan. & July.	Providence.	1882	...
Delaware, Lackawanna & Western:	1,633,000	7	March & Sept.	New York.	1881	108	1st Mortgage	500,000	7	April & Oct.	Boston.	1894	112 1/2
Convertible Bonds	2,800,000	7	June & Dec.	"	1892	...	Bonds of 1874	...	...	...	...	...
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	"	1880	...	Flint and Pere Marquette:	2,210,000	8	March & Sept.	New York.	1888	...
1st M. Ext. ("")	400,000	7	March & Sept.	"	1885	...	1st Mort. Land Gr. (3d series)	425,000	10	May & Nov.	"	1888	...
2d M. Ext. ("")	200,000	7	May & Nov.	"	1890	...	Flint & Holly S. F. (\$25,000 p.y.)	100,000	10	Jan. & July.	Newark.	1882	...
Denver & Boulder Val. (Den. Pac):	550,000	7 1/2	May & Nov.	Kansas City.	1900	...	1st Mort. (Bay C. & E. Sag.) guar.	<					

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,200,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	367,500	7	Feb. & Aug.	"	1876	106
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	63
1st Mort. (Central of F. L.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Ext'n.)...	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	6*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	933,000	8	April & Oct.	Boston.	1890	109 1/2
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Bloomington & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Framingham and Lowell:							1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	600,000	7	April & Oct.	....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galea & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106 1/2	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	75
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
Georgia (and Banking):							Equipment Bonds, registered....	376,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Gilman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (" " " ") guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Brie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D., L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m. guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debenture's £3,111,500	15,567,500	4*	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1880	85
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	2d Mortgage guar.....	188,000	8	March & Sept.	"	1878	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	63 1/2
Debenture Bonds £1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	99	2d Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	98	Jacksonville, Pensac. and Mobile:						
Green Bay and Minnesota:							1st Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	....	1900	....	James' & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-86	....	Jefferson (Brie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (" " " " " " " ")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	36	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85 1/2	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	108 1/2	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	"	"	87-88	108 1/2	Juncton, Philadelphia:						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	81 1/2	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	92 1/2	Kalamazoo, Allegan & Gr. Rapids:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	72-77	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	90-95	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,389,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$8,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1896	92
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	82-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1890	....
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,900	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Lat. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
Lat. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Regist'd.....	6,115,000	7	J. A. J. & O.	"	1900	105	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon.....	8,471,000	7	Jan. & July.	"	1900	105	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	100	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	8,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	1885	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1890	106	Consol. (Port. & Kennebec.) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. (") " " " " "	1,000,000	7	April & Oct.	"	1892	107	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	108	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " " "	2,682,306	7	"	"	1877	102	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	110	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " " "	849,000	7	April & Oct.	"	1886	105	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " "	2,850,000	7	April & Oct.	"	1898	105	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	110
1st M. (Detrl., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	103	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	89
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	87	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	57
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (") " " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jan. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chi.):							Massillon & Clev. (C.M.V. & D.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Mayeville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leaven. Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv., gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
1st Mort. (K. C. & San. Fe.) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,814,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	108	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg.....	6,000,000	6	"	"	1898	109	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$8,000,000.....	8,000,000	7	March & Sept.	"	1910	113	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000..	5,000,000	6*	June & Dec.	"	1923	100	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	100	1st Mortgage, convertible.....	554,000	8	April & Oct.	Boston.	1882	....
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	112
1st Mortgage.....	1,545,000	7											

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifcy)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouchita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H.C.):						
1st Mortgage.....	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for £300,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan.....	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	102 1/2
Mississippi Valley and Western:							Bonds for debts assum'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	"	1876	102 1/2
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N.F. stk (")	76,000	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R.R. Stocks (")	592,000	6	"	"	1883	100 1/2
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate (")	160,000	6	"	"	1883	100 1/2
Missouri, Kansas and Texas:							Bonds of 1884 renewed (")	2,900,000	6	June & Dec.	"	1887	106
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,894,000	7	"	"	1885	112
1st Mort. (Tebo & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	59	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	1 1/2
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort., reg'd }	9,733,333	6*	"	"	1903	120
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000				London.	1903	....
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Sinking Fund Mortgage of 1861..	108,444	7	Jan. & July.	"	1881	....
Mobile and Girard.							Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	"	1900	119
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg. }				"	1900	117 1/2
2d Mortgage.....	300,000	8	"	"	1889	....	N. York, Housatonic & Northern:						
Plain bonds.....	33,500	8	"	"	1887	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	..
2d Mortgage.....	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	"	76-'83	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6*	"	"	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	63,000	8	May & Nov.	Mobile.	.....	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....
Consol. Mort. for \$15,000,000.....	7*	Jan. & July.	N.Y. & Lond.	1904	....	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....
Convertible 5 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Moultrie (N. Y. and O. Mid.):							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
2d Mortgage.....	780,000	7	.....	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-'81	....
Income Mortgage.....	888,400	7	.....	"	....	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Ruffalo:							2d Mortgage.....	458,000	8	"	"	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1888	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	220,000	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	116	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	107	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	97
Convertible bonds.....	354,000	7	Jan. & July.	"	1900	101	North Pennsylvania:						
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.....	1,980,500	6	Jan. & July.	Philadelphia.	1885	107
Gen'l M. (let on Boston Br.) gr.	4,821,000	7	April & Oct.	"	1901	102 1/2	2d Mortgage.....	1,500,000	7	May & Nov.	"	1898	107 1/2
Special Mortgage.....	1,029,000	7	"	"	1901	102 1/2	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	103
Consol. mort. for \$25,000,000 gold	3,000,000	7	June & Dec.	"	1915	101 1/2	General Mortgage.....	2,065,000	7	Jan. & July.	"	1903	107
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent.):						
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-'83	....	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Held y U. S. Gov.)	1,000,000	4	"	"	1913	....	Northern Central:						
New Mortgage.....	4,700,000	7	"	"	1913	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	105
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	89	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101 1/2
2d Mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	102 1/2
Nashua and Lowell:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newark & New York (C. of N.J.):							Consol. Mort. coupon.....	2,599,000	6*	April & Oct.	Baltimore.	1900	108
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Strataville:							Consol. General Mort. S. F.	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.....	880,000	7*	May & Nov.	New York.	1889	97 1/2	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northern Pacific:						
New Issue for \$360,000.....	400,000	7	"	"	1894	105	1st Mort. on R.R. & lands gold..	30,097,600	7 3/4	Jan. & July.	New York.	1900	14
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
New H. Middle'n & Williman:							Northwestern Union (C. & N.W.):						
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....
2d Mortgage.....	2,000,000	7	.....	"	1881	....	Norwich & Worcester (B. & E.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd..	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	Construction Bonds.....	150,000	7	"	"	1877
Convertible bonds, tax													

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.	\$					
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1836	105 1/2	Mortgage Loan, convertible	290,000	6	Jan. & July.	Phila. & Balt.	1884	101 1/2
Plain Bonds	32,000	6	"	"	1884	99 1/2	Loan of 1866	161,000	6	April & Oct.	"	1876	
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000.	1,092,000	7	March & Sept.	"	1884	111 1/2	Loan of 1872	700,000	6	"	"	1892	
Cape Cod Railroad Bonds.	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875	639,000	6	"	"	1900	
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold.	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.	381,800	7	April & Oct.	Philadelphia	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York	1884	....
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,008	7	Feb. & Aug.	Philadelphia	1890	82 1/2
Oregon and California:							Consolidated 2d Mortgage.	5,000,000	7	April & Oct.	"	1913	
1st Mortgage gold.	10,950,000	7	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Omaha Valley & Southern Kansas:							1st Mortgage (Series A.)	875,000	7	Jan. & July.	New York	1912	121 1/2
1st Mortgage (5-20 years).	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B.)	875,000	7	Feb. & Aug.	"	1912	
Oakbrook & Miss. (C., M. & S. P.):							1st Mortgage (Series C.)	875,000	7	March & Sept.	"	1912	
1st Mortgage.	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D.)	875,000	7	April & Oct.	"	1912	
Oswego and Rome (H. W. & O.):							1st Mortgage (Series E.)	875,000	7	May & Nov.	"	1912	
1st Mortgage.	500,000	7	May & Nov.	New York	1916	....	1st Mortgage (Series F.)	875,000	7	June & Dec.	"	1912	
Income Mortgage.	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G.)	860,000	7	Jan. & July.	"	1912	115
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H.)	860,000	7	Feb. & Aug.	"	1912	
1st Mortgage, guaranteed.	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I.)	860,000	7	March & Sept.	"	1912	
Ottawa, Oswego & Fox River:							2d Mortgage (Series J.)	860,000	7	April & Oct.	"	1912	
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series K.)	860,000	7	May & Nov.	"	1912	
Owensboro' and Russellville.							2d Mortgage (Series L.)	860,000	7	June & Dec.	"	1912	
1st Mortgage for \$1,500,000.	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series M.)	2,000,000	7	April & Oct.	"	1912	102
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, 1910	100,000	7	Jan. & July.	New York	1897	
1st Mortgage gold.	7,000,000	6	Feb. & Aug.	New York.	1888	95	Equipment bonds.	1,000,000	8	March & Sept.	"	1894	
2d Mortgage sinking fund.	2,804,000	7	Jan. & July.	"	1891	83 1/2	Pittsburg, Va. and Charleston:						
Income Bonds.	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.	700,000	7	April & Oct.	New York	1902	....
St. Louis County Debt.	700,900	7	Monthly.	St. Louis.	1885	....	Pittsburg, Washington & Baltimore:						
Real Estate Bonds.	800,000	7	May & Nov.	New York.	1892	1st Mort. (Pittsb. & Conn'lville)	4,000,000	7	Jan. & July.	Baltimore.	1898	104 1/2
1st Mort. (Carondelet Branch).	500,000	6											

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	345,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	" "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,006,000.....	615,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" "	" "	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	" "	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	" "	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	" "	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.....	5,500,000	8	" "	" "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	" "	" "	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val):						
St. Louis, Alton and Terre Haute:							1st Mortgage guarant. ced.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107 1/2	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	" "	1894	109	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" "	1894	89 1/2	1st Mort. endor. by Ala. gold.....	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" "	1894	70	Sterling Mort., guar. by L. & N.	1,103,000	6	May & Nov.	London.	....	...
2d Mortgage Income (Series E).....	1,700,000	7	" "	" "	1884	70	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	1st Mortgage gold, assumed.....	7,188,500	6	Jan. & July.	New York.	1888	70
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	100 1/2	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. (").....	6,000,000	7	May & Nov.	" "	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7	June & Dec.	" "	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,600,000	7	" "	" "	1897	....	2d preferred bonds.....	621,000	8	" "	" "	'84-'90	....
Consolidated Mortgage.....	1,000,000	7	" "	" "	1899	....	3d preferred bonds.....	452,800	6	" "	" "	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	2d Mortgage.....	600,000	7	March & Sept.	" "	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1896	97 1/2	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	2d Mort. Sunk. Fund.....	1,500,000	7	May & Nov.	" "	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	" "	" "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	" "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	1st Mortgage gold for \$25,000,000.	11,000,000	6	April & Oct.	New York.	....	...
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7	" "	" "	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" "	" "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscogee) conv.....	300,000	7	" "	" "	'72-'76	....
1st Mortgage.....	4,500,000	7	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	" "	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,146,760	7	June & Dec.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R.R. & Lands.	8,600,000	7	" "	" "	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000		7	" "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	" "	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	48
Wind, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	99	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1878	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	85
1st Mortgage (Bay & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	506,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	" "	New York.	1889	....	Income Mort. gold.....	200,000	6	" "	" "	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	...
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D. & W.):						
1st Mort. gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoharie & Three R. (L. & M. S.):							1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7	June & Dec.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	91
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	103
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	103
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	800,000	6	"	"	1895	105
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	113
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1888	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1898	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	105	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	100	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	105	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	90	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
Omaha Bridge B'ds, stg \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	105
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O.C. & A. Riv.):							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	102	1st Mortgage.....	1,021,940	6	Feb. and Aug.	Glennville.	1890	....
Sterling Loan \$350,200 (U. Co's)	1,844,000	5a	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1898 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$282,000 (C. & A. M.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	103	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	105	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	107	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	102
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.5	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Bonds of 1871 (2d issue)	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	73
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	30
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Violsburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage (3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1886	82
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.O. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	72	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	8	March & Sept.	"	1900	76	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	107
Funded Interest.....	223,300	8	"	"	1880	....	regis.—2d series, July 1, 1869	3,500,000	7	Jan. and July.	"		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisks (*) recurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Abstract of General Balance Sheet.										Operations.										Earnings.										Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Operations			Earnings			Value of Shares				
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Freight Cars.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.		Freight.	Gross.	Net.	Dividends.
					M.	M.																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Philadelphia Stock Exchange.
Closing Prices for the week ending Nov.

	W	Th	F	Sat	Su	M	Tu	We
Allegheny Val. 7 3-10s.....	46½							105
7s, Income.....								
Camden & A. M. 6s, 1888.....								
6s, 1889.....								
Mort. 6s, 1889.....	106½	107½						
Camden and Atlantic.....								
Preferred.....	43							
1st mortgage.....								
2d mortgage.....								
Catawissa.....								8
Preferred.....								
New preferred.....								36½
7s, new.....				102½				
D. & B. Bound Brook.....								
7s.....								
Elmira & Williamsport.....								
Preferred.....								
7s.....		104½						
Hunt. & B. Top Mt.....								
Preferred.....								
2d mortgage.....								
Lehigh Navigation.....	29½	29½	28½	28½	27½			27½
6s, 1877.....								
6s, 1884.....	108		103	103				103
Gold Loan.....						104½		104½
Railroad Loan.....	101½	102	102					101½
Conv. Gold Loan.....	101							
Lehigh Valley.....	50	49½	49½		49½			
6s, new, coupon.....								
6s, new, registered.....	109							
7s.....	112½				113½			
Consol. mort. 6s.....	109	100	100	100	100½			
Little Schuylkill.....					40			40
Minehill & Sch. Haven.....		60½	60½					50
North Pennsylvania.....								
1st mortgage 6s.....								
2d mortgage 7s.....								
Chattel 10s.....								
Gen'l mort. 7s, coupon.....		27	27					
Northern Central.....								
Pennsylvania R. R.....	45½	45½	45½	45½	45½			46½
1st mortgage.....								
Gen'l mortgage.....					106½			
Gen'l mort. reg.....						106		
Consol. mort. 5s, reg.....								
Penn. State 6s, 2d series.....								

Baltimore Stock Exchange.

Closing Prices for the week ending Nov. 21.

W.15.Tb 16 F.17. Sat.18.M.20.Tu.21

Baltimore and Ohio.....	145	145	145
6s, 1880.....	105	1	5
6s, 1885.....	106½		
Central Ohio.....			
1st mortgage.....	101½	101½	101½
Marletta & Cincinnati.....			
1st mortgage, 7s.....	108½	109	110
2d mortgage, 7s.....	91½	91½	89x
3d mortgage, 8s.....	58½	57½	
Northern Central.....			
2d mortgage, 6s 1885.....	27½		26
3d mortgage, 6s, 1900.....			26½
6s, 1900, Gold.....	103	103½	103
Orange and Alex. 1st.....			
2d mortgage, 6s.....			
3d mortgage, 8s.....			
4th mortgage, 8s.....			35
O., Alex. & Manassas 7s.....	106½		77
Pittab. & Connellsw. 7s.....	106½		104½
Virginia 6s, Consol.....	68	68	68
Consol. Coupons.....	87½	87½	86½
Deferred Certificates.....	63		61
Western Maryland.....			
1st M., end. by Balt.....			
2d M., do.....			
3d M., do.....			
1st M., unendorsed.....			
2d M., end. Wash. Co.....			
2d Mort., preferred.....			
City Passenger R. R.....			33

New York Stock Exchange.

Closing Prices for the week ending Nov. 22.

Th. 16 F. 17 Sat. 18 M. 20 Tu. 21 W. 22.

Adams Express	107	107	107	107	107	107
Albany and Susq.	90	90	90	90	90	90
1st mortgage	90	90	90	90	90	90
2d mortgage	90	90	90	90	90	90
American Express	60	60	60	60	60	60
Am. Dock and Imp. 7s	68	68	68	68	68	68
Atlantic & Pacific pref.	15	15	15	15	15	15
Atlantic & Pacific Tel.	15	15	15	15	15	15
Bost., Hart, & Erie 1st. 16	34	34	34	34	34	34
Burl. C. R. & Minn. 1st.	34	34	34	34	34	34
Central of N. Jersey 3 1/2	34	34	34	34	34	34
1st mortgage, new	109	109	109	109	109	109
7s, consolidated	84	84	84	84	84	84
7s, convertible	81	81	81	81	81	81
Central Pacific 6s, gold 109	109	109	109	109	109	109
1st M. (San Joaquin) 94	94	94	94	94	94	94
1st M. (Cal. and Or.)	94	94	94	94	94	94
Land grant 6s	94	94	94	94	94	94
Chicago and Alton 97	98	98	98	98	98	98
Preferred	118	118	118	118	118	118
1st mortgage	118	118	118	118	118	118
Sinking Fund	118	118	118	118	118	118
Income bonds	118	118	118	118	118	118
Chic. Burl. & Quincy	114	114	114	114	114	114
7s, 1883	111	111	111	111	111	111
Chic. & Milwaukee 1st.	116	116	116	116	116	116
Chic., Mil. and St. Paul 189	199	199	199	199	199	199
Preferred	50	51	51	51	51	51
1st mortgage, 8s	99	99	99	99	99	99
2d mortgage, 7 3/4-10s	102	102	102	102	102	102
7s, gold	101	101	101	101	101	101
1st M. (La Crosse div.)	101	101	101	101	101	101
1st M. (I. and M. div.)	101	101	101	101	101	101
1st M. (I. and D. div.)	101	101	101	101	101	101
1st M. (H. & D. div.)	101	101	101	101	101	101
1st M. (C. & M. div.)	101	101	101	101	101	101
Consolidated S. F. 8s	85	85	85	85	85	85
Chic. & Northwestern 33	34	34	34	34	34	34
Preferred	57	57	57	57	57	57
1st mortgage	108	108	108	108	108	108
Sinking Fund	102	102	102	102	102	102
Consolidated 7s	102	102	102	102	102	102
Consol. Gold bonds 9s	94	94	94	94	94	94
Do. reg.	99	99	99	99	99	99
Chic. Rock Isl. & Pac. 99	99	99	99	99	99	99
7s, 1896	111	111	111	111	111	111
1st mortgage	36	36	36	36	36	36
Clev., Col. C. and Ind. 36	38	38	38	38	38	38
1st mortgage	88	88	88	88	88	88
Clev. & Pittsburg guar.	88	88	88	88	88	88
7s, Consolidated	105	105	105	105	105	105
4th mortgage	103	103	103	103	103	103
Clev., P. and Ash. 7s	3	3	3	3	3	3
7s, new	3	3	3	3	3	3
Col., Chi. & Ind. Cent.	3	3	3	3	3	3
1st mortgage	68	68	68	68	68	68
2d mortgage	68	68	68	68	68	68
Consol. Coal of Md.	107	107	107	107	107	107
Del. & Hudson Canal 69	68	68	68	68	68	68
Reg. 7s, 1891	107	107	107	107	107	107
Reg. 7s, 1884	104	104	104	104	104	104
7s, 1894	98	98	98	98	98	98
Del., Lack. & Western 71	70	71	71	71	71	71
2d mortgage 7s	108	108	108	108	108	108
7s, Convertible	101	101	101	101	101	101
Det., Mon. & Tol. 1st.	63	63	63	63	63	63
Det. of Columbia 3-6s	67	67	67	67	67	67
Erie Railway 9	10	10	10	10	10	10
Preferred	101	101	101	101	101	101
1st mortgage	101	101	101	101	101	101
2d mortgage	101	101	101	101	101	101
3d mortgage	101	101	101	101	101	101
4th mortgage	98	98	98	98	98	98
5th mortgage	97	97	97	97	97	97
Great Western 1st mort 96	97	97	97	97	97	97
2d mortgage	67	68	68	68	68	68
Hannibal & St. Joseph 12	13	13	13	13	13	13
Preferred	81	81	81	81	81	81
8s, Convertible	81	81	81	81	81	81
Hudson River 2d mort.	76	76	76	76	76	76
Illinois Central 76	75	74	71	69	71	71
Kansas Pacific 2	58	58	57	58	57	57
Lake Shore & Mich. So. 56	58	58	57	58	57	57
Consol. 7s	105	105	105	105	105	105
Consol. 7s, reg.	105	105	105	105	105	105
2d Consolidated	105	105	105	105	105	105
Lake Shore Div. bonds	105	105	105	105	105	105
Leh. & W.B. 7s, Con	93	93	93	93	93	93
Long Deck bonds	93	93	93	93	93	93
L'ville & Nash. 7s Cons	42	42	42	44	43	43
Michigan Central 42	42	42	42	42	42	42
7s, 1902	102	102	102	102	102	102
8s, 1882	102	102	102	102	102	102
M. & N. I. 1st, S.F.	108	108	108	108	108	108
2d mortgage	102	102	102	102	102	102
Morris and Essex 92	91	91	91	90	90	90
1st mortgage	116	116	116	116	116	116
2d mortgage	107	107	107	107	107	107
7s of 1871	107	107	107	107	107	107
7s, Convertible	107	107	107	107	107	107
7s, Consolidated	107	107	107	107	107	107
N. Y. Cent. & Hud. Riv 101	101	101	101	101	101	101
7s, Sinking fund, 1876	101	101	101	101	101	101
6s, Sinking fund, 1883	101	101	101	101	101	101
6s, Sinking fund, 1887	101	101	101	101	101	101
1st mortgage	120	120	120	120	120	120
1st mortgage reg.	120	120	120	120	120	120
N. York and Harlem	117	117	117	117	117	117
Preferred	117	117	117	117	117	117
1st mortgage	117	117	117	117	117	117
1st mortgage, reg.	117	117	117	117	117	117

New York Stock Exchange.

Closing Prices for the week ending Nov. 22.

Th. 16 F. 17 Sat. 18 M. 20 Tu. 21 W. 22.

New Jersey	154	154	154	154	154	154
N. Y. N. Haven & Hart	97	97	97	97	97	97
North Missouri 1st M.	97	97	97	97	97	97
Ohio and Mississippi 6	6	6	6	6	6	6
Preferred	97	97	97	97	97	97
2d mortgage	42	42	42	42	42	42
Consolidated 7s	82	82	82	82	82	82
Consol. Sinking fund 86	82	82	82	82	82	82
1st M. (Springfield D.)	24	24	24	24	24	24
Pacific Mail S. S. Co. 24	24	24	24	24	24	24
Pacific R. R. of Mo.	24	24	24	24	24	24
1st mortgage	83	83	83	83	83	83
2d mortgage	83	83	83	83	83	83
Pacific 7s, guar. by Mo.	125	125	125	125	125	125
Pitts., Ft. W. & Chi. 101	101	101	101	101	101	101
1st mortgage	101	101	101	101	101	101
2d mortgage	101	101	101	101	101	101
3d mortgage	101	101	101	101	101	101
Quicksilver Mining Co. 101	101	101	101	101	101	101
Preferred	101	101	101	101	101	101
St. L., Alton and T. H. 71	71	71	71	71	71	71
Preferred	71	71	71	71	71	71
1st mortgage	107	107	107	107	107	107
2d mort. preferred	89	89	89	89	89	89
Income bonds	89	89	89	89	89	89
St. L., Iron						

al advance in rates. On Wednesday, there was a weaker feeling, and currency rates declined. The close on a gold basis was at \$4 82@84 83 for prime sixty day bills. Exports keep up to a fair average, and for the week are valued at \$5,872,740, against \$5,519,647 for the corresponding week last year; and \$240,461,012 since January 1st, against \$227,663,764 for the corresponding period last year.

The bank statement continues to exhibit a weakening of the currency reserve. There is an increase of a million and a half in the gold on hand, and a loss of a million in legal tenders, and the excess over the legal reserve now falls considerably below that of last year, instead of being more than double as it was a few weeks ago. A dullness in trade, however, causes the demand for money to be quite limited, and no scarcity is felt. The closing rates are 2½@3 per cent on call, and 5@6 for prime mercantile paper.

Government bonds have ruled more steady. Our political troubles seem to have affected them but slightly and momentarily. On Wednesday the closing prices were:

United States currency sixes, 123½@124; do. 6s, 1881, registered, 117@117½; do. coupon, 117½@117½; do. 1865, registered, 110@110½; do. coupon, 110@110½; do. new, registered, 112½@118; do. coupon, 112½@118; do. 1867, registered, 115½@116½; do. coupon, 115½@116½; do. 1868, registered, 117½@117½; do. coupon, 117½@117½; do. ten-forties, registered, 118½@118½; do. coupon, 114½@114½; do. fives, 1881, registered, 112½@112½; do. coupon, 112½@112½; do. four and one-halves, 110½@110½.

There is no relief to the stagnation in trade, and the speculation in leading staples of domestic produce, which grew out of the belligerent aspect of European politics, has measurably subsided. Prices, however, have not materially receded.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Galena and Chicago 1st mort., 106½; Canada Southern 1st mort., coupon on, 55; Cleveland and Toledo 7s, 8 F., 110½; Toledo, Peoria and Warsaw 2d mort., 69½; South Pacific of Missouri 6s, 70; Chicago and Northwestern Extension bonds, 100; do. Interest bonds, 108; Chesapeake and Ohio 1st mort., coupon on, 81; Boston, Hartford and Erie 7s, guar., 16½; Delaware and Hudson Canal 7s, 1877, 101½; Long Island R. L. 1st mort., 100; Louisville and Nashville R. R., 31½; New Jersey Southern R. R., 1; N. Y. Gas, 135; Mariposa L. and M., 5; Missouri 6s, long bonds, 105; Georgia 7s, new, 107; Tennessee 6s, old, 45½; do. new, 44½; do. new series, 44½; Illinois 6s, 1879, 108½; Arkansas 6s, Fund Act, 33. The latest quotations are: Pacific Mail, 25½@25½; Western Union Telegraph, 72½@72½; Atlantic and Pacific Tel., 14½@15½; Quicksilver Mining, 11@13; do. pref., 17@17½; Mariposa Land and Mining, 4½@5; do. pref., 6@6; Adams Exp., 106@106½; American Exp., 81½@81½; U. S. Express, 56½@57½; Wells-Fargo Express, 86@86½; Chicago and Alton, 99@100; Cleveland and Pittsburgh, 88½@88½; Chicago and Northwestern, 85½@85½; do. pref., 58½@58½; Chicago, Rock Island and Pacific, 98½@99½; Chicago, Milwaukee and St. Paul, 20½@20½; do. pref., 63@63½; Cleveland, Columbus, Cin-

nat and Indianapolis, 86@88½; Columbus, Chicago and Indiana Central, 8@4; Delaware, Lackawanna and Western, 68½@68½; Erie, 9½@9½; Hannibal and St. Joseph, 12½@13½; do. pref., 25@26; Lake Shore and Michigan Southern, 67½@67½; Michigan Central, 43½@43½; New York and Harlem, 186@187; N. Y. Central and Hudson River, 102¼@102¼; Central of New Jersey, 32½@32½; Ohio and Miss., 6½@6½; Panama, —@122½; Toledo Wabash and Western, 6½@6½; Union Pacific, 59½@59½; do. 1st mort., 105½@106; do. 7s, land grant, 100½@101; do. sinking fund 8s, 90¼@91; Central Pacific 6s, gold, 109½@109½.

Philadelphia.—Union and Titusville 1st mort. 7s, 50; East Pennsylvania R. R. 7s, 103½; Philadelphia and Reading R. R. 6s, 1880, 103½; Belvidere Delaware 2d mort., 101½; Connecting R. R. 6s, 102; Pennsylvania and New York Canal 7s, 111½; Philadelphia and Trenton R. R., 133½; West Jersey R. R., 43; Philadelphia, Germantown and Norristown R. R., 100; Morris Canal pref., 136; do. Boat Loan 7s, 102; Fifth and Sixth Streets R. R., 71; Central Transp., 89½; Cincinnati 7-30s, 107. The latest quotations are: City 6s, 107½@—; do. free of tax, 114½@114½; Pennsylvania State 6s, 2d series, 107@—; do. 3d series, 114½@115; Philadelphia and Reading, 22½@22½; do. Gen'l mort. 7s, coup., 100¼@100¼; do. reg., 99¼@100¼; do. mort. 6s, 1880, 103@—; do. 7s, new conv., 71@72; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 136¼@136¼; Camden and Amboy mort. 6s, 1889, 107@107; Pennsylvania R. R., 46¾@46¾; do. 1st mort., 107@—; do. general mort. coupon, 107½@—; do. reg., 106@107; do. Consol. mort. 6s, reg., 100¼@101; Little Schuylkill R. R., 40@40½; Morris Canal, 53@—; do. pref., 135@137; Susq. Canal, —@—; do. 6s, —@68; Schuylkill Nav., 5@—; do. pref., 10½@11; do. 6s, 1882, 67½@69; do. 1872, 80@90; Elmira and Williamsport pref., 38@—; do. 7s, 103@—; do. 5s, 65@—; Lehigh Coal and Navigation, 25½@25½; do. 6s, 1884, 102½@103½; do. R. R. Loan, 101¼@101¼; do. Gold Loan, 101½@102; North Pennsylvania, 48½@49; do. 6s, 106½@—; do. 7s, 107½@—; do. Gen'l mort. 7s, reg., 107@108; do. chattel 10s, 103@—; Philadelphia and Erie, 13½@14½; do. 6s, 102½@103; do. 7s, 97@97½; Minehill, 50@50½; Catawissa, 8@9; do. pref., 36@36½; do. new pref., —@36; do. 7s, 1900, 101½@103; Lehigh Valley, 49½@49½; do. 6s, new coupon, 108@—; do. reg., 109@—; do. 7s, 113@113½; do. consol. mort., 100@100½; Fifth and Sixth streets (horse), 71@75; Second and Third, 80@82; Thirteenth and Fifteenth, 40½@41½; Spruce and Pine, 81@81½; Green and Coates, 49@49½; Chestnut and Walnut, 75@78½; Hestonville, 22@22½; Germantown, 63@68; Union 90@93; Lombard and South, 18@19; Ridge Avenue, 50@—; Seventeenth and Nineteenth, 40@—.

Baltimore.—Baltimore City 6s, 1875, 101½; do. 1890, 112½; do. 1900, 112; do. 1900, new, 112; do. 1902, new, 112½; Cincinnati 7 30s, 107½; St. Louis City 6s, currency, 102; Memphis City 6s, 34; Virginia Peeters, 35; Virginia Black scrip, 15½; Virginia and Tennessee 6s, 72½; Northern Central 6s, 1877, 102½; Richmond and Danville 1st mort., 70; Wilmington, Columbia and Augusta 7s, 31; Wilmington and

Weldon 7s, 102. The latest quotations are: Cincinnati and Baltimore 7s, 98½@—; Wilmington and Weldon 7s, —@103; Wilmington, Columbia and Augusta 7s, 80@40; Richmond and Danville 1st mort., 69½@70½; Pittsburgh and Connelville 7s, 1898, 104½@104½; Baltimore and Ohio, 144½@146; do. 1st pref., 107½@108; do. 2d pref., 102½@104; do. 6s, 1880, 105@105½; do. 1885, 106@107; Northern Central, 26@27½; do. 6s, 1885, 104@—; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 103@103½; Marietta and Cincinnati 1st mort. 7s, 1892, 108½@110; do. 2d mort. 7s, 88¼@89¼; do. 3d mort. 8s, 58@58½; Central Ohio, 33@36½; do. pref., —@39; do. 1st mort., 101½@101½; Western Maryland 1st mort. 6s, 1890, 92@—; do. 1st mort. guar., 107@—; do. 2d mort. guar., 107@—; do. 3d mort. guar., 107@—; do. 2d mort. pref., 105@—; do. 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 72@—; do. 3d mort. 8s, 70@—; Orange and Alexandria 1st mort. 6s, 82@90; do. 2d mort. 6s, 72@76; do. 3d mort. 8s, 60@65; do. 4th mort. 34@40; Orange, Alex. and Manassas 7s, 76½@77½; Baltimore 6s, 1875, 101½@101½; do. 1884, 110@111; do. 1886, 112@113; do. 1890, 112@112½; do. 1900, 116@112½; do. 1902, 112@113½; do. 5s, 95@—; Memphis City 6s, —@32; Maryland Defense 6s, 1883, 113@114; do. Hospital 6s, 107@107; do. do. exempt, 113@—; do. 5s, 85@95; Virginia consol. 6s, 68½@68½; do. 2d series, 34½@35½; Virginia Consol. coupons, 85½@86; West Virginia def. certif., 6½@7½; City Passenger R. R., 33@33½; George's Creek Coal, 115@—; Atlantic Coal, 1.75@2.00; Canton Co., 27@33; do. gold, 6s, —@98.

Boston.—Vermont Central Equipment 8s, 25; Vermont Central and Vermont and Canada 8s, 35½; Pueblo and Arkansas Valley 7s, 77; Eastern R. R. scrip, 50; Burlington and Missouri River R. R. 8s, in Nebraska, new, 92; Boston Land, 5; New Hampshire 6s, 110; Cincinnati 7s, 1904@1906, 108½; do. 6s, 1906, gold, 100; Cleveland 6s, 1881, 102½; Chicago 7s, 1880, 104¼; Boston 5s, 1883, gold, 107½; do. 1878, 108½; do. 6s, 1893, currency, 112½; Charlestown 5s, 1882, 101¼; Portland 6s, 1887, 100½; Detroit 7s, 1878, 102½; Toledo 7s, 1879, 101½; do. 8s, 1881, 106½; Duncan Silver Mining Co., 8½; International, 87½c.; Pewabic, 8; Ridge, 5½.

Winchester and Potomac Railroad.

The President of the Winchester and Potomac Railroad Company announces that the payment of dividends on the stock has been resumed, and the company expects to continue the payment of six per cent per year regularly hereafter. The rental has been for some time absorbed by the repayment of the amount advanced by the Baltimore and Ohio to provide for the final settlement with the Manassas Gap Company, and by the payment of the heavy expenses which attended the litigation with that company. These payments have now been completed, and the company has no other floating debt which cannot be promptly met without interfering with the payment of dividends.

Proposals are invited for the construction of the deep water terminals of the Intercolonial Railway at St. John. The plan can be seen at the engineer's office St. John on and after 11th of December.

Atchafalaya, Topeka and Santa Fe R. R.

The earnings of the Atchafalaya, Topeka and Santa Fe Railroad for the month of September, 1876, were \$265,593 18, the expenses \$104,699 48, and the net earnings \$160,893 65; for the month of September, 1875, the earnings were \$147,551 93, the expenses \$58,696 39, and the net earnings \$88,855 54—showing an increase in earnings of \$118,041 20, in expenses of \$46,003 09, and in net earnings of \$72,038 11. Percentage of expenses in September, 1876, 39.42; in September, 1875, 39.78. Miles operated in September, 1876, 711; in September, 1875, 568.

For the nine months ending September 30, 1876, the earnings were \$1,758,885 04, the expenses \$862,736 89, and the net earnings \$896,148 15; for the corresponding period of previous year the earnings were \$988,824 82, the expenses \$443,593 78, and the net earnings \$545,231 04—showing an increase in earnings of \$769,490 22, in expenses of \$419,148 11, and in net earnings of \$350,347 11. Percentage of expenses in 1876, 49.04; in 1875, 44.86. Average miles operated in 1876, 692; in 1875, 514.

Hudson River Tunnel.

The crowning victory of the Hudson River Tunnel Company, achieved in the United States Circuit Court at Trenton, in the refusal of Judge Nixon to grant an injunction, is the last of a continuous succession of victories won by the Hudson River Tunnel Company in the courts, and work will be now resumed without further delay on the New Jersey Shore. Judge Nixon remarked that the action of the State courts in denying all applications for injunctions to prevent the construction of the tunnel rendered interference on the part of the United States courts, at this stage of the proceedings, improper. Col. Haskins, President of the Hudson River Tunnel Company, will place a large force of men on the work as soon as the legal forms of condemning the land have been complied with. Mr. Henry S. White, counsel for the company, says that no further opposition to the construction of the tunnel is likely to be offered.—N. Y. Herald.

The New Haven Palladium says that the managers of the Connecticut Central and Connecticut Valley Railroads met in Springfield, on the 15th inst., and considered plans for a new bridge over the Connecticut River at Hartford, for which a charter was obtained from the last Connecticut Legislature. The plan proposes a single track bridge at a cost of \$125,000, while the necessary two miles of connecting road through the East Hartford meadows to the present terminus of the Connecticut Central would cost perhaps \$25,000 more. This would give an unbroken line from Springfield to Saybrook.

The earnings of the Chicago, Burlington and Quincy Railroad for the month of September, 1876, were \$675,692 27, against \$680,334 96 for the month of September, 1875—a decrease of \$4,642 69. From January 1, to September 30, 1876, the earnings were \$4,152,618 76, against \$4,234,763 79 for the corresponding period of the previous year—a decrease of \$82,145 03.

The earnings of the Louisville and Nashville Railroad and Branches and Leased Lines and the South and North Alabama Railroad for the month of October, 1876, were \$613,450 76, against \$465,265 83 for the month of October, 1875, an increase of \$148,184 92.

It has been determined to close the canals of New York on the 1st of December.

Louisville and Nashville Railroad.

We give elsewhere a full abstract of the report of the Louisville and Nashville Railroad Company for the fiscal year ending June 30, 1876, showing that the total gross earnings of all the roads operated by the company during the year were \$4,961,490 29, against \$4,863,837 80 for the fiscal year ending June 30, 1875—an increase of \$97,652 49; the expenses were \$2,993,530 24, against \$3,181,740 96—a decrease of \$188,210 72; and the net earnings \$1,967,960 05, against \$1,682,132 84—an increase of \$285,827 21. The length of the roads operated has been the same in both years, viz: Main Stem 185 miles; Bardstown Branch, 17.30; Knoxville Branch, 110.82; Richmond Branch, 83.46; Clarksville Division, 128.20; Memphis Division, 130.50; Nashville and Decatur Railroad, 122.30; South and North Alabama Railroad, 183; Glasgow Railroad, 10.50—a total of 920.08 miles. The net earnings of the whole line in 1876 were 39.6 per cent of the gross earnings; in 1875 they were 34.6 per cent. The net earnings of the main stem and branches were 44.5 per cent in 1876, against 33.9 per cent in 1875. The net earnings of the Memphis line, composed of the Clarksville and Memphis divisions, were in 1876 30.4; in 1875 they were 26.8. The net earnings of the Glasgow Railroad were 25.6, against 41.5 in 1875. The net earnings of the Nashville and Decatur Railroad were 39.5, against 34.7. And the net earnings of the South and North Alabama Railroad 37.9 against 29.8.

The funded debt, as per last report, was \$17,206,810; in the present report it is stated at \$16,556,710. During the year \$113,000 of Consolidated Mortgage bonds were issued; and \$80,000 on mortgage on main office lot and buildings; and there were redeemed: of Main Stem bonds, \$113,000; Memphis Branch bonds, \$1,000; Memphis and Ohio Income bonds, \$158,000; Second Mortgage Gold bonds (canceled), \$500,000; paid to sinking fund in Memphis, Clarksville and Louisville Mortgage bonds, \$29,100; and in Consolidated Mortgage bonds, \$43,000—making a total of \$844,100. In the above is included City of Louisville bonds without mortgage \$849,000; deducting this amount will leave a total mortgage on all the roads of \$15,706,710—a reduction during the year of \$151,100.

The surveys for the proposed South Shore Narrow Gauge Railroad to South Duxbury, Mass., have been completed. After leaving Cohasset the road becomes a shore line and passes through Scituate Harbor, so called, across the marshes to the second cliff, and so on to the third and fourth cliffs, skirting the long and sandy beach in that section, and continuing thence toward the terminus of the route in view of the ocean. The enterprise, it is said, is in the hands of Jordan, Marsh & Co., Hon. Leverett Saltonstall and other wealthy gentlemen.

The Delaware, Lackawanna and Western Railroad Company has concluded to enlarge the new tunnel under Bergen Hill to the extent of 250 feet. The tunnel would have been opened for traffic on the 1st inst., but for the action of the Hoboken and Jersey City authorities, who objected to the bridge and caused a change of grade. The tunnel will not be ready for traffic before the 1st of December.

FISK & HATCH, Bankers.

No. 5 Nassau St., New York.

We give particular attention to DIRECT DEALINGS IN GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

We shall be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We also buy and sell GOLD and GOLD COUPONS, COLLECT DIVIDENDS AND TOWN, COUNTY AND STATE COUPONS, &c., and buy and sell, on COMMISSION, all MARKETABLE STOCKS AND BONDS.

In our BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent; per annum, and on balances averaging over \$5,000, at the rate of four per cent.

FISK & HATCH.**TEXAS & PACIFIC RAILWAY COMPANY.****THE COUPONS OF THE CONSOLIDATED**

Bonds of the Texas and Pacific Railway Company maturing December 1, will be paid in gold on and after that date, on presentation at the office of the Company, No. 50 Exchange Place, New York, or No. 275 South 4th st., Philadelphia.

GEO. D. KRUMBHAAR,

Treasurer.

Harrisburg and Potomac Railroad.

Work upon the Harrisburg and Potomac Railroad, a proposed connection of the Western Maryland Railroad at Waynesboro', Pa., east of Hagerstown, it is stated, has been commenced north of Waynesboro'. About \$4,000 remain to be subscribed by the citizens of Waynesboro' and neighborhood to complete the amount necessary for letting the contract between that town and the Maryland line. Indications are said to be favorable to a certain prosecution and completion of the work. The road, when built, will be an important one to Baltimore and to Western Maryland. Mr. Daniel U. Abl, of Newville, Pa., has been largely instrumental in placing the enterprise upon a successful footing.

Investment Cash, Iron and Railway Company.

Col. Moore, of New York, Alexander Wright, Esq., of Moncton, and Messrs. Buck, Earle, Thorne, Bennett and Wilson, Civil Engineers, came to Hawkesbury by the steamer St. Lawrence, on Monday, to locate a railway from Broad Cove to Whycocomagh for the above company. That the company mean business is evident from the fact that Mr. A. E. Kilham, of Moncton, a gentleman already well known in this country, has been awarded the contract for the construction of the road, which will be proceeded with immediately after the survey has been completed.—Cape Breton Advocate.

Daniel Torrance and John King, Jr., have been appointed Receivers of the Ohio and Mississippi Railway by Judge Gresham of Indianapolis on a petition filed in the Circuit Court for the Southern District of Indiana. The Court ordered the payment of the employees out of the first earnings, and gave the Receivers the usual authority to operate and maintain the road.

The North Pacific Coast Narrow Gauge Railroad northward from San Francisco is now finished 75 miles to Russian river.

MARSHAL'S SALES.

Marshal's Sale.

George L. Douglass, trustee, &c., p'l's, against Louisville, Cincinnati and Lexington Railroad Company, def'ts, and cases heard therewith—Louisville Chancery Court, No. 27,787.

BY virtue of a judgment rendered in the above-named case and the cases heard therewith, the undersigned will,

ON MONDAY, DECEMBER 4, 1876,

sell at public outcry at the door of the court-house, in the city of Louisville, Ky., about the hour of 11 o'clock, A. M., to the highest bidder, the following described property, viz:

All the rights, properties and franchises of the Louisville, Cincinnati and Lexington Railroad Company, including all the right, title and interest of said company free from the liens, mortgages or claims of any kind of the parties herein except as hereinafter stated in and to its line of railroad from its depot on Brook st., in the city of Louisville, through the counties of Jefferson, Oldham, Henry, Franklin, Woodford, Scott and Fayette to its depot on Water st., in the city of Lexington, and from Lagrange Junction, in Oldham county, through the counties of Oldham, Henry, Carroll, Gallatin, Grant, Boone, Kenton and Campbell, to its junction in the city of Newport with the Newport and Cincinnati Bridge, with all its improvements and appurtenances, right of way, lands adjacent thereto, depots, and the land upon which they are situate, and adjacent thereto, machine shops, round houses, cattle-pens, and the lands on which they are situate and adjacent thereto, turn-outs, side-tracks, switches, engines, passenger cars, baggage cars, freight cars, dirt cars, hand cars and all other rolling stock of every description, machinery, tools, implements, fixtures, furniture, whether in buildings owned by it or leased by it or the receiver, materials and supplies of every description, so as to vest in the purchaser all of the right, title and interest of said Louisville, Cincinnati and Lexington Railroad Company, and to all property owned by it or in which it has any interest on said day of sale except choses in action, and all its rights and franchises free from any lien or claim of any of the parties to this suit except as hereinafter stated.

The purchaser or in the event of his transferring his bid before confirmation of the sale and the transferee thereof being accepted by the court, such transferee shall in any event in addition to the amount bid by him be required to assume the following outstanding debts, and all the engagements and obligations of the mortgage and deed of trust given to secure them, viz: One hundred bonds of one thousand dollars each, executed by the city of Louisville, the payment whereof was assumed by the Louisville and Frankfort Railroad Company, and secured by deed of mortgage dated 20th November, 1854, and recorded in the Jefferson County Court clerk's office, in deed book —, page —. Said bonds mature July 1, 1881, and bear interest at 6 per cent. per annum from July 1, 1876, payable semi-annually on the 1st day of each July and January from January 1, 1877, to July 1, 1881, inclusive.

Twelve bonds of one thousand dollars each, executed by Louisville and Frankfort Railroad Company, and secured by deed of trust from said corporation to James Guthrie, Virgil McKnight and Joshua B. Bowles, dated March 12, 1857, five of which bonds mature July 1, 1877, and seven of which mature July 1, 1878, and all of which bear interest at 6 per cent. per annum, payable semi-annually from July 1, 1876, the first five bearing coupons payable January 1, 1877, and July 1, 1877, and the other seven bearing coupons payable January 1, 1877, July 1, 1877, January 1, 1878, and July 1, 1878.

In addition to the assumption of the above amounts, and the engagements and obligations of the above mortgage and deed of trust, the undersigned will first offer said property, subject to the assumption by the purchaser of the following amounts and of the engagements, obligations, rights, duties and powers of the deeds of trust given to secure them respectively, to-wit: three thousand bonds of one thousand dollars each, dated January 1, 1867, and due January 1, 1897, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each January and July from January 1, 1877, to January 1, 1897, both inclusive, and same secured by deed of trust from the Louisville and Frankfort and Lexington and Frankfort Railroad Companies to Norvin Green, trustee, dated January 1, 1867, and hereinafter called the Norvin Green trust deed.

Nine hundred and eighty-nine bonds of one thousand dollars, each dated April 1, 1870, and due April 1, 1900, bearing interest from October 1, 1876, at the rate of

8 per cent. per annum, payable semi-annually on the first day of each April and October from April 1, 1877, to April 1, 1900, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to George L. Douglass, trustee, dated April 1, 1870, and hereinafter called the Douglass trust deed.

Three hundred and seventy-four bonds of one thousand dollars, each dated October 1, 1872, and due October 1, 1902, bearing interest from October 1, 1876, at the rate of eight per cent. per annum, payable semi-annually on the first day of each April and October from April 1, 1877, to October 1, 1902, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to A. D. Hunt, trustee, dated October 7, 1872, hereinafter called the Hunt trust deed.

One million five hundred and eighty-two thousand five hundred dollars in bonds, some of one thousand dollars and some of five hundred dollars, each dated April 1, 1873, and due 1st January, 1903, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each July and January from January 1, 1877, to January 1, 1903, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to James Lees, trustee, dated April 1, 1873, and hereinafter called the Lees trust deed.

When said property is so offered, subject to the assumption by the purchaser of the amounts secured as above by said six mortgages, and his assumption of the engagements, obligations, rights, powers and duties of said six mortgages, if an amount is bid equal to the amount of interest due and unpaid thereon regarding the bonds as not matured, together with unpaid costs of said mortgages, and costs of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first five mortgages (excluding the Lees trust deed), and his assumption of the engagements, obligations, rights, powers and duties of said five mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said five mortgages regarding the bonds as not matured, and unpaid costs of the said five mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first four mortgages (excluding the Lees and Hunt trust deeds), and his assumption of the engagements, obligations, rights, powers and duties of said four mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said four mortgages regarding the bonds as not matured, and unpaid costs of said four mortgages and costs of sale, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first three mortgages (excluding the Lees, Hunt and Douglass trust deeds), and his assumption of and subjection to the engagements, obligations, rights, powers and duties of said three mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said three mortgages regarding the bonds as not matured, and unpaid costs of said three mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bid therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first two mortgages (excluding the Lees, Hunt, Douglass and Green trust deeds), and his assumption of and subjection to the engagements, obligations, rights, power and duties of said two mortgages, and will accept the highest bidder therefor.

The purchaser, or in the event of his transferring his bid before the sale is confirmed, and his transferee being accepted by the court, such transferee will be required to execute a separate obligation to the mortgagee or trustee of each mortgage or deed of trust to which he buys, subject, and shall, by such obligation, bind himself to the payment of the debts secured by such mortgage or deed of trust, principal and interest as and when they become due, and to the performance of all the engagements and obligations contained in said mortgage or deed of trust, and shall subject himself and the property purchased by him or future to be

acquired by him, as the owner of said railroad, to all the duties, conditions, engagements and obligations of said mortgage or deed of trust, and confer upon said mortgagee or trustee and his *cestui que trusts* all the powers, rights and duties conferred by the original mortgage or deed of trust, and in every way to bind himself and the property then owned and future to be acquired by him as owner of said railroad, and to confer upon said mortgagee or trustee and his *cestui que trusts* all the rights and powers as if he, the said purchaser, had been the grantor in said original mortgage or deed of trust, and the maker of said bonds and coupons.

If said property is sold subject to any other mortgages than the ones of the city of Louisville and Guthrie, McKnight and Bowles, it will be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57 and 60 months, for equal parts of the purchase money. If sold subject to these mortgages, it shall be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93 and 96 months, for equal parts of the purchase money.

The purchaser will be required to execute bonds, with good security, bearing interest from date until paid at 6 per cent. per annum, and said bonds will be drawn payable on or before the day of their respective maturities. The bidder accepted by the marshal will be required to at once deposit with said marshal the sum of \$20,000 as security for his compliance with the terms of sale, which sum the marshal shall at once pay into court, which may be withdrawn by the said bidder on confirmation of the report of sale. A lien will be retained on the property sold to secure the bonds of the purchaser, and any obligation executed by him for mortgages or deeds of trust assumed by him.

C. C. W. ALFRIEND,
Marshal Louisville Chancery Court.

The Coal Trade.

The total tonnage for the week ending on the 11th instant, as reported by all the companies, amounted to 449,736 tons, against 588,703 tons in corresponding week last year, a decrease of 138,967 tons. The total amount of anthracite mined for the year is 16,222,599 tons, against 18,018,198 for same period last year, a decrease of 1,795,599 tons. The quantity of bituminous coal sent to market for the week was 87,546 tons, against 76,792 tons for corresponding week last year, an increase of 10,754 tons. The whole bituminous tonnage from the beginning of the coal year is 3,159,202 tons, against 3,443,187 tons in corresponding time last year, a decrease of 283,985 tons. The total tonnage of all kinds of coal for the week is 537,284 tons, against 660,495 to corresponding date last year, a decrease of 123,211 tons, and the total tonnage for the coal year is 19,381,801 tons, against 21,461,385 tons to same date last year, a decrease of 2,079,584 tons. The receipts at Perth Amboy for the week ending the 11th inst. were 23,613 tons, and shipped 23,508 tons, leaving a stock on hand of 34,381 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last eight days of October was 159,328 tons, of which 181,275 tons were coal and 28,033 tons coke. The total carried this year is 3,873,503 tons, of which 3,127,058 were coal and 636,894 coke. This total embraces all the coal carried over the road, east and west. —*Phila. Ledger*, Nov. 20.

The capital stock of the Blackwoodtown (New Jersey) Railroad Company is nearly all subscribed, and the corporation will at once commence the construction of the line. It will be finished by next January, and connect with the Camden, Gloucester and Mt. Ephraim Narrow-gauge road.

The contract for completing the Montreal, Portland and Boston Railway from Chambly to Farnham has been let and work commenced on the 15th inst. The iron for the road is at St. John, waiting to pass the customs authorities.

The Parker and Kears and Butler Railway was fully opened for business on the 15th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,500,000	J. & J.	July '78 31	Little Miami. 50	\$6,711,450	quarterly	Sept. '78 2	Vermont and Mass. 100	\$2,340,000	A. & O.	Oct. '78 21
Atlanta and West Point. 100	1,232,200	J. & J.	July '78 5	Little Schuylkill. 50	2,648,100	J. & J.	July '78 2	Warren (N. J.) 100	1,000,000	A. & O.	Oct. '78 21
Atlantic and Gulf. 100	3,698,200	M. & N.	Nov. '78 5	Long Island. 50	3,000,000	M. & N.	July '78 10	Warwick Valley. 100	225,000	A. & O.	Apr. '78 21
Atlantic and St. Law. 100	786,478	M. & N.	Sept. '78 3	Louisv. Cin. and Lex. 100	1,623,488	J. & J.	Jan. '79 4	Westchester & Phil. pref. 100	821,300	F. & A.	July '78 4
Atlantic and St. Law. 100	39,404,900	M. & N.	Sept. '78 3	Louisville & Nashville. 100	848,700	F. & A.	Feb. '74 4	West Jersey. 100	1,559,750	F. & A.	July '78 4
Avon, Genesee & M. M. 100	225,000	A. & O.	Jan. '78 5	Louisv. N. Alb. & Ohi. 100	8,980,600	F. & A.	Feb. '74 4	Winchester & Strasburg. 100	180,000	J. & J.	July '78 3
Baltimore and Ohio. 100	13,151,962	M. & N.	Nov. '78 5	Lowell and Lawrence. 100	3,000,000	J. & D.	Dec. '70 5	Worcester and Nashua. 78	600,000	J. & J.	July '78 3
Baltimore and Ohio. 100	1,650,000	A. & O.	Apr. '78 5	Lykens Valley. 100	200,000	A. & O.	Oct. '78 5		1,789,800	J. & J.	July '78 3
Berkshire. 100	325,500	J. & D.	July '78 11	Macon and Western. 100	600,000	F. M. A. N.	Aug. '78 21				
Blossburg & Corning. 100	250,000	J. & N.	Nov. '78 4	Maine Central. 100	2,400,000	M. & N.	July '78 5				
Boston and Albany. 100	20,000,000	M. & N.	Nov. '78 4	Manchester and Lowell. 100	3,400,500	M. & N.	Nov. '78 5				
Bos., Cin. & Fitch. pref. 100	1,172,600	J. & D.	Jan. '78 5	Marietta & Cincinnati. 50	1,000,000	M. & N.	Nov. '78 5				
Boston and Lowell. 100	60,000	J. & D.	June '78 3	" 1st pref. 50	1,408,912	M. & N.	Nov. '78 5				
Boston and Maine. 100	3,200,000	M. & N.	Nov. '78 5	" 2d pref. 50	1,810,719	M. & N.	Nov. '78 5				
Boston and Providence. 100	6,921,274	M. & N.	Nov. '78 5	Massachusetts. 100	4,400,368	M. & N.	Nov. '78 5				
Boston and Providence. 100	4,000,000	M. & N.	Nov. '78 5	Memphis & Charleston. 25	400,000	F. & A.	Feb. '75 3				
Boston and Providence. 100	350,000	quarterly	Sept. '78 2	Michigan Central. 100	5,312,725	J. & D.	Jan. '78 3				
Boston, Revere B. & Lynn. 100	960,000	F. & A.	Jan. '78 5	Mill Creek & Minehill. 50	18,783,204	J. & J.	Jan. '78 3				
Buffalo, N. Y. and Erie. 100	6,254,203	M. & S.	Sept. '78 5	M. Hill & Schuyl. Hav. 50	323,775	J. & J.	July '78 5				
Burlington and Mo. 100	1,485,900	M. & S.	Sept. '78 5	Morris and Essex. 50	3,856,450	J. & J.	July '78 3				
Camden and Amboy. 100	5,847,800	quarterly	Oct. '78 21	Nashua and Lowell. 100	14,008,100	J. & J.	July '78 3				
Camden and Atlantic. 100	377,400	quarterly	Oct. '78 2	Nash, Chat. & St. Louis. 100	800,000	M. & N.	Nov. '78 5				
Cape Cod. 50	1,020,330	J. & J.	Jan. '72 24	Naugatuck and Law. 100	6,576,298	A. & O.	Oct. '78 1				
Carroll and Millville. 50	447,000	J. & D.	Nov. '78 3	Nesquehoning Valley. 50	1,000,000	M. & S.	Sept. '78 5				
Catawba and Fogelav. 50	428,900	Novemb.	Nov. '71 6	Newark and N. York. 100	977,400	J. & J.	Jan. '78 3				
Catawba. 50	1,159,600	M. & N.	Nov. '78 2	N. Castle & Beaver Val. 50	1,500,000	quarterly	Oct. '78 2				
Cayuga and Susq. 50	889,116	J. & J.	Nov. '78 1	N. Haven & Northamp. 50	605,000	quarterly	Oct. '78 2				
Cedar Rapids & Mo. R. 100	6,860,406	F. M. A. N.	Nov. '78 1	New Jersey. 100	7,295,200	quarterly	Oct. '78 2				
Central of Georgia. 100	4,686,800	F. & A.	Aug. '78 3	New London Northern. 100	1,418,800	quarterly	Oct. '78 2				
Central of New Jersey. 100	29,600,000	quarterly	Apr. '78 24	N. Y. Cen. & Hudson R. 100	69,428,330	quarterly	Oct. '78 2				
Central Ohio. 50	2,425,000	J. & D.	June '78 2	New York and Harlem. 100	8,500,000	J. & J.	July '78 4				
Central Pacific. 100	400,000	J. & D.	June '78 3	N. Y. N. H. & Harl. 100	1,500,000	J. & J.	July '78 4				
Chesapeake and Potomac. 100	54,275,500	A. & O.	Oct. '78 4	N. Y. Provid. & Boston. 100	15,500,000	J. & J.	July '78 4				
Chesapeake and Potom											

Northern Pacific Railroad.

Mr. George Stark, Vice President of the Northern Pacific Railroad Company, who has lately returned from an extended visit to the region traversed by that road, in a recent conversation with a *Tribune* reporter, stated that heretofore the Minnesota Division, 250 miles, from Duluth to Fargo, has been operated both Winter and Summer, but the Dakota Division, 200 miles, from Fargo, on the Red River, to Bismarck, on the Missouri, has never been operated in the Winter. The traffic did not justify it, and the snow was a serious obstacle to overcome. During the Summer the revenue from the Dakota Division of the road has been an average of about \$12,000 per month. The increased business and the desire of the War Department that the road be kept open have led the company to build between 40 and 50 miles of snow-fence in Dakota and to arrange a Winter time-table between Fargo and Bismarck which will give tri-weekly trips, a train going one way each week day. There will be a daily train each way between Duluth and Fargo.

The country between Fargo and Bismarck is rolling prairie and almost destitute of trees. Much of it is good farming land, but beyond, in the country of the hostile Indians, there is a scarcity of water, and irrigation is necessary but comparatively easy. It is claimed that it will prove good grazing ground. The snowfall in Winter is comparatively light, but the temperature is so low that the flakes are of the feathery kind, and go with the wind till they find some lodgment. The railway cuttings and exposed parts of the track are snow-catchers. The snow-fence causes the snow-bank to form some distance from the track, and the flakes that do not lodge there are given an upward tendency and fly across the track. The principal points west of Fargo are Mapleton and Casselton, the center of extensive Dakota farming operations, and Jamestown, a Government post, half way to Bismarck. There are four other points which have been named and ten sidings which are not at present the sites of human habitations.

The railway company, through contractors, is about to establish a stage line and teams to run between Bismarck and Deadwood City in the Black Hills. The distance is about 200 miles, and the country is so favorable for travel that the trip can be made with relays of horses in 48 hours. It is not yet known with certainty whether or not the stage line will be put in operation this Winter, but it may be. Mr. Stark says he credits nearly all that has been said about the mineral wealth of the Black Hills. He saw many specimens. Directly north, on the Yellowstone, one gold-hunter was panning \$30 a day easily, when he was driven off by the Indians. It is reported that there are 5,000 inhabitants in Deadwood City, which is a short distance north-west of Bear Butte.

Mr. Stark visited the Pacific section, already built from Jacoma, on Puget's Sound, to Port land, Oregon. The road is being extended 30 miles to the Puyallup coal fields. He regards the Cascade range of mountains as grander and more picturesque than the Alps. Mount Ramer, or, as it is frequently called, Jackomah, is between 14,000 and 15,000 feet high, and a volcano not wholly extinct; 8,000 feet of it are covered with perpetual snow. Mr. Stark was more impressed by it than by Mont Blanc.

The Northern Pacific has now built 555 of the proposed 2,000 miles. Under the Government grant the time for completing the road expires in about two years. An effort will be made to have the time extended eight years.

Commerce of New York.

The foreign imports at New York for the month of October, 1876, are officially stated as follows:

	1875.	1876.
Entered for consumption	\$10,472,066	\$10,904,454
Do. for warehousing	4,203,764	4,213,063
Free goods	5,390,015	5,715,614
Specie and bullion	1,813,033	3,606,346

Total entered at port	\$21,878,878	\$24,439,477
Withdrawn fr. warehouse	7,983,269	6,983,867

The foreign imports at New York for ten months from January 1, were:

	1875.	1876.
Entered for consumption	\$128,933,650	\$109,237,044
Do. for warehousing	81,252,700	68,993,420
Free goods	75,287,937	62,926,901
Specie and bullion	11,770,651	9,079,042

Total entered at port	\$297,294,938	\$250,236,4
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Second—Protection from water and weather, and consequent chill.

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This suit is put on over ordinary clothing except shoes and hat, and can be put on inside of five minutes, and is let to passengers on transatlantic steamers at the low price of FIVE DOLLARS A TRIP.

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